

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, June 17, 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 (7:40 AM)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution/Ordinance No. 21-5182, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Complete the Reprogramming of Unified Planning Work Program (UPWP) Annual Program Estimates Impacting Metro, Plus Amend, Add, or Cancel Several Projects Impacting ODOT and Trimet to Address their Next Federal Approval Step (JN21-11-JUN) [COM](#)
[20-0447](#)

Attachments: [Draft Resolution 21-5182](#)
[Exhibit A to Resolution 21-5182](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

- 4.2 Consideration of May 20, 2021 JPACT Minutes [COM](#)
[20-0443](#)

Attachments: [May 20, 2021 JPACT Minutes](#)

5. Information/Discussion Items (7:50 AM)

- 5.1 Regional Mobility Policy Update - Continue discussion of draft mobility policy elements and potential measures to test (7:50 AM) [COM](#)
[20-0444](#)

Presenter(s): Kim Ellis, Metro
Glen Bolen, ODOT

Attachments: [JPACTMemo RMP 060321](#)
[1-RMP-DraftMobility Policy Elements and Promising Measures04152](#)
[2-Spring 2021 Engagement Schedule05202021](#)
[3-RMP Adopted Project Purpose and Objectives](#)

- 5.2 Regional Congestion Pricing Study Discussion (8:25 AM) [COM](#)
[20-0445](#)

Presenter(s): Alex Oreschak, Metro

Attachments: [RCPS JPACT Memorandum](#)
[Attachment to Memo-Updated Summary of RCPS Key Findings](#)

5.3 TSMO Strategy - Vision and Goals (8:50 AM)

[COM](#)
[20-0446](#)

Presenter(s): Caleb Winter, Metro
Kara Hall, Fehr & Peers

Attachments: [2021 TSMO Strategy VGO](#)

6. Updates from JPACT Members (8:55 AM)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings

July 15, 2021

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកម្មបណ្តឹងរើសអើងសូមចូលមកទាក់ទងនៅ 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 6/8/21

Items in italics are tentative

	<p><u>June 17, 2021</u></p> <ul style="list-style-type: none"> • Resolution No. 21-5182, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Complete the Reprogramming of Unified Planning Work Program (UPWP) Annual Program Estimates Impacting Metro, Plus Amend, Add, or Cancel Several Projects Impacting ODOT and Trimet to Address their Next Federal Approval Step (JN21-11-JUN) (consent) • Regional Mobility Policy Update – Introduce draft urban mobility definition and potential measures to test (20 min, Kim Ellis) • Regional Congestion Pricing Study Discussion (30 min, Elizabeth Mros-O'Hara) • TSMO Strategy – Vision and Goals (10 min, Caleb Winter)
<p><u>July 15, 2021</u></p> <ul style="list-style-type: none"> • Congestion Pricing-FINAL REPORT & ACTION (Elizabeth Mros-O'Hara, 30 min) • Final program direction for RFFA 2025-27 – ACTION (30 min, Daniel Kaempff) 	<p><u>August 19, 2021</u></p> <ul style="list-style-type: none"> • <i>Safe Routes to School – update (20, Noel Mickelberry)</i> • <i>Progress on our Regional Traffic Safety goals – update (20 min. Lake McTighe)</i> • <i>Active Transportation Return on Investment Study (20 min, John Mermin)</i>
<p><u>September 16, 2021</u></p> <ul style="list-style-type: none"> • 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"> • Emerging Transportation Trends – update (20 min., Eliot Rose)

	<ul style="list-style-type: none"> • 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"> • RFFA 2025-27 Program Direction – final policy framework; call for projects (30 min, Daniel Kaempff) 	<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) • 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis) • <i>Progress on our Regional Traffic Safety goals – update</i> (20 min. Lake McTighe)

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *TV Highway Corridor Study – briefing (30 min, Eryn Kehe)*
- *Enhanced Transit Corridor (20 min, Matt Bihn)*

**4.1 Resolution/Ordinance No. 21-5182, For the
Purpose of Amending the 2021-24 Metropolitan
Transportation Improvement Program (MTIP) to
Complete the Reprogramming of Unified Planning
Work Program (UPWP) Annual Program Estimates
Impacting Metro, Plus Amend, Add, or Cancel Several
Projects Impacting ODOT and Trimet to Address their
Next Federal Approval Step (JN21-11-JUN)**
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, June 17, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24)	RESOLUTION NO. 21-5182
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO COMPLETE)	Introduced by: Chief Operating Officer
THE REPROGRAMMING OF UNIFIED PLANNING)	Andrew Scott in concurrence with
WORK PROGRAM (UPWP) ANNUAL PROGRAM)	Council President Lynn Peterson
ESTIMATES IMPACTING METRO, PLUS AMEND,)	
ADD, OR CANCEL SEVERAL PROJECTS)	
IMPACTING ODOT AND TRIMET TO ADDRESS)	
THEIR NEXT FEDERAL APPROVAL STEP (JN21-)	
11-JUN))	

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, Metro is continuing reprogramming out to Federal Fiscal Year (FFY) 2025 Unified Planning Work Programming (UPWP) prepositioned project grouping buckets as part of the June 201 Formal MTIP Amendment Bundle to ensure the funds do not create conflicts with the annual Obligation Targets program; and

WHEREAS, the UPWP PGBs being reprogrammed consist of Safe Routes to Schools (SRTS) projects, Statewide Travel Survey, Transit Oriented Development (TOD), Transportation Systems Management and Operations (TSMO) administration and sub-allocations to awarded projects, and

WHEREAS, the Oregon Transportation Commission's approval of \$327 million for required American Disabilities Act (ADA) curb and ramp improvements enables two ODOT projects located on OR141 and US30 to now progress forward; and

WHEREAS, ODOT's OR99W and US30 Bypass signal and safety improvement project requires a significant project limits adjustment in order to complete final design and engineering activities; and

WHEREAS, ODOT's new Metro Transportation Systems Management and Operations (TSMO) Advance Traffic Controller Upgrade and Deployment project will provide improved traveler safety, plus system operation efficiencies, and will receive the awarded funding from two MTIP pre-positioned project grouping buckets as part of the amendment ; and

WHEREAS, ODOT's I-84 resurfacing project is being canceled from the MTIP as the surface conditions are in better shape than anticipated allowing the project to be delayed until the next STIP cycle; and

WHEREAS, procurement timing difficulties prevents TriMet from moving forward with their CMAQ funded Electric Bus Purchase requiring Metro and TriMet to identify an eligible suitable substitute to apply the CMAQ funds which now will be TriMet's MAX Red Line Extension 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 June 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 June 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 June 4, 2021; and

WHEREAS, JPACT approved Resolution 21-5182 consisting of the June 2021 Formal MTIP Amendment bundle on June 17, 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 July 8, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the June 2021 Formal MTIP Amendment Bundle and Resolution 21-5182.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5182



Proposed June 2021 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JN21-11-JUN**
Total Number of Projects: 23

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
UPWP Project Reprogramming Actions				
Project #1 Key 22160 MTIP ID 71109	Metro	Safe Routes to Schools Program (FFY 2022)	REPROGRAM PROJECTS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	The SRTS promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022-24) allocation year)
Project #2 Key 22161 MTIP ID 71114		Safe Routes to Schools Program (FFY 2023)		
Project #3 Key 22162 MTIP ID 71110		Safe Routes to Schools Program (FFY 2024)		
Project #4 Key 22172 MTIP ID 71105	Metro	Statewide Travel Survey	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	The Statewide Travel Survey UPWP project will provide a contribution to statewide travel survey to inform travel forecasting models

Project #5 Key 22163 MTIP ID 71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)		
Project #6 Key 22164 MTIP ID 71103		Transit Oriented Development (TOD) program (FFY 2023)		
Project #7 Key 22165 MTIP ID 71104		Transit Oriented Development (TOD) program (FFY 2024)		
Project #8 Key 22169 MTIP ID 71124	Metro	TSMO Administration (FFY 2022)		
Project #9 Key 22170 MTIP ID 71125		TSMO Administration (FFY 2023)		
Project #10 Key 22171 MTIP ID 71126		TSMO Administration (FFY 2024)		

REPROGRAM PROJECTS:

Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program

The focus of TOD is to partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.

REPROGRAM PROJECTS:

Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program

The Transportation Systems Management and Operations (TSMO) administration revenues support various personnel costs to manage and administer the program

Project #11 Key 22166 MTIP ID 71115	Metro	TSMO Program Sub-allocation Funds (FFY 2022)	REPROGRAM PROJECTS: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.
Project #12 Key 22167 MTIP ID 71116		TSMO Program Sub-allocation Funds (FFY 2023)		
Project #13 Key 22168 MTIP ID 71117		TSMO Program Sub-allocation Funds (FFY 2024)		
Project #14 Key 20886 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2021)	REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	This TSMO PGB provides strategic and collaborative program management including coordination of activities for TransPort TSMO
End of UPWP Related Project Changes				
Project #15 Key 22431 New Project MTIP ID TBD	ODOT	OR141/OR217 Curb Ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.
Project #16 Key 22432 New Project MTIP ID TBD	ODOT	US30BY Curb Ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.

Project #17 Key 21616 MTIP ID 71170	ODOT	OR99W: OR217 - SW Sunset Blvd & US30B:- Kerby - 162nd Ave OR99W: N Schmeer Rd - SW Meinecke Pkwy & US30B: Kerby - 165th Ave	LIMITS CORRECTION: The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.	The project will upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.
Project #18 Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	SPLIT/COMBINE PROJECT: The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed	Key 20884 is a TSMO project grouping bucket maintaining funds for awarded TSMO projects until they are ready to be programmed as stand-alone projects.
Project #19 Key 20885 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2020)	SPLIT/COMBINE PROJECT: The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.	Key 20885 is a TSMO project grouping bucket maintaining funds for awarded TSMO projects until they are ready to be programmed as stand-alone projects.
Project #20 Key NEW PROJECT MTIP ID NEW - TBD	ODOT	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	ADD NEW PROJECT: The formal amendment adds the new Metro TSMO awarded project to the 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call.	Keys 20884 and 20885 are providing the awarded STBG funds for the project
Project #21 Key 21800 MTIP ID 71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	CANCEL PROJECT: The formal amendment cancels Key 21800, ODOT's I-84: NE Martin Luther King Jr Blvd - I-205 rehab project.	The reason for cancellation is due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. ODOT determined that the resurfacing can wait until the next STIP cycle.

Project #22 Key 22188 MTIP ID 71112	TriMet	Electric Bus Purchase (Metro Fund Exchange)	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849	The reason for the cancelation is due to a procurement and delivery delay that will prevent the bus purchase in FY 2023. The CMAQ funds have an obligation shelf-life expiration date of the end of FFY 2023. Due to this, Metro and TriMet worked together to reprogram the funds to TriMet's MAX Red Line Extension Project
Project #23 Key 20849 MTIP ID 71230	TriMet	MAX Red Line Extension & Reliability Improvements	<u>COST INCREASE:</u> The formal amendment adds the new CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well.	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.



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

Formal Amendment
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22160
Project Name: Safe Routes to Schools Program (FFY 2022)	1	ODOT Type	Planning		MTIP ID:	71109
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)		On State Hwy Sys:	No		RFFA ID:	50399
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2022 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
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	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 530,450	\$ -
STBG-U	Z230	2025					\$ 530,450	\$ 530,450
								\$ -
							Federal Totals:	\$ 530,450
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					\$ 60,712	\$ -
Local	Match	2025					\$ 60,712	\$ 60,712
								\$ -
							Local Total	\$ 60,712
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Year Of Expenditure (YOE):								\$ 591,162

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 reprograms the planned FY 2022 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other, Planning and technical studies.

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

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 - Planning effort

> 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
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22161
Project Name: Safe Routes to Schools Program (FFY 2023)	2	ODOT Type	Planning		MTIP ID:	71114
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID:	50405
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23-24
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2023 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
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	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2023					\$ 546,364	\$ -
STBG-U	Z230	2025					\$ 546,364	\$ 546,364
								\$ -
							Federal Totals:	\$ 546,364
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 62,534	\$ -
Local	Match	2025					\$ 62,534	\$ 62,534
								\$ -
							Local Total	\$ 62,534
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 608,898	\$ 608,898
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 608,898	\$ 608,898
Year Of Expenditure (YOE):								\$ 608,898

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 reprograms the planned FY 2023 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other, Planning and technical studies.

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

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 - Planning effort

> 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
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22162
Project Name: Safe Routes to Schools Program (FFY 2024)	3	ODOT Type	Planning		MTIP ID:	71110
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2024 allocation year)		On State Hwy Sys:	No		RFFA ID:	50401
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2024 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
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	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2024					\$ 562,754	\$ -
STBG-U	Z230	2025					\$ 562,754	\$ 562,754
								\$ -
							Federal Totals:	\$ 562,754
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 64,410	\$ -
Local	Match	2025					\$ 64,410	\$ 64,410
								\$ -
							Local Total	\$ 64,410
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 627,164	\$ 627,164
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 627,164	\$ 627,164
Year Of Expenditure (YOE):								\$ 627,164

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 reprograms the planned FY 2024 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other, Planning and technical studies.

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

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 - Planning effort

> 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
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22172
Project Name: Statewide Travel Survey	4	ODOT Type	Operations		MTIP ID:	71105
		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
		On State Hwy Sys:	No		RFFA ID:	50395
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities.						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 350,000	\$ -
STBG-U	Z230	2025					\$ 350,000	\$ 350,000
								\$ -
							Federal Totals:	\$ 350,000
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					\$ 40,059	\$ -
Local	Match	2025					\$ 40,059	\$ 40,059
								\$ -
							Local Total	\$ 40,059
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Year Of Expenditure (YOE):								\$ 390,059

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 slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FY 2022 to FY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > 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 - Future
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 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 - Planning
- > Metro Model: N/A - Planning
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22163
Project Name: Transit Oriented Development (TOD) program (FFY 2022)	5	ODOT Type	Transit		MTIP ID:	71102
		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
		On State Hwy Sys:	No		RFFA ID:	50392
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN	
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (FY 2022 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 3,495,507	\$ -
STBG-U	Z230	2025					\$ 3,495,507	\$ 3,495,507
								\$ -
							Federal Totals:	\$ 3,495,507
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					\$ 400,076	\$ -
Local	Match	2025					\$ 400,076	\$ 400,076
								\$ -
							Local Total	\$ 400,076
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Year Of Expenditure (YOE):								\$ 3,895,583

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 slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FY 2022 to FY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > 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 - Future
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 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 - Planning
- > Metro Model: N/A - Planning
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22164
Project Name: Transit Oriented Development (TOD) program (FFY 2023)	6	ODOT Type	Transit		MTIP ID:	71103
		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: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID:	50393
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23-24
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (FY 2023 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2023					\$ 3,600,373	\$ -
STBG-U	Z230	2025					\$ 3,600,373	\$ 3,600,373
								\$ -
							Federal Totals:	\$ 3,600,373
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 412,079	\$ -
Local	Match	2025					\$ 412,079	\$ 412,079
								\$ -
							Local Total	\$ 412,079
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Year Of Expenditure (YOE):								\$ 4,012,452

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 slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FFY 2023 to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > 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 - Future
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 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 - Planning
- > Metro Model: N/A - Planning
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22165
Project Name: Transit Oriented Development (TOD) program (FFY 2024)	7	ODOT Type	Transit		MTIP ID:	71104
		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
		On State Hwy Sys:	No		RFFA ID:	50394
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN	
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (FY 2024 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2024					\$ 3,708,384	\$ -
STBG-U	Z230	2025					\$ 3,708,384	\$ 3,708,384
								\$ -
							Federal Totals:	\$ 3,708,384
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 424,441	\$ -
Local	Match	2025					\$ 424,441	\$ 424,441
								\$ -
							Local Total	\$ 424,441
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Year Of Expenditure (YOE):								\$ 4,132,825

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 slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FFY 2024 to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > 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 - Future
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 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 - Planning
- > Metro Model: N/A - Planning
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22169
Project Name: TSMO Administration (FFY 2022)	8	ODOT Type	ITS		MTIP ID:	71124
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN	
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)						
STIP Description: TBD						

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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 188,707	\$ -
STBG-U	Z230	2025					\$ 188,707	\$ 188,707
							Federal Totals:	\$ 188,707
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 21,598	\$ -
Local	Match	2025					\$ 21,598	\$ 21,598
							Local Total	\$ 21,598
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Year Of Expenditure (YOE):								\$ 210,305

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.
- > Slip TSMO admin FFY 2022 allocation to FFY 2025. Re-commit to SFY 22-23 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FY 2022 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 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 - supports UPWP planning
- > 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
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22170
Project Name: TSMO Administration (FFY 2023)	9	ODOT Type	ITS		MTIP ID:	71125
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23-24
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)						
STIP Description: TBD						

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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2023					\$ 194,369	\$ -
STBG-U	Z230	2025					\$ 194,369	\$ 194,369
							Federal Totals:	\$ 194,369
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 22,246	\$ -
Local	Match	2025					\$ 22,246	\$ 22,246
							Local Total	\$ 22,246
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Year Of Expenditure (YOE):								\$ 216,615

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.
- > Slip TSMO admin FY 2023 allocation to FY 2025. Re-commit to SFY 23-24 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FY 2023 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 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 - supports UPWP planning
- > 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
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key: 22171
Project Name: TSMO Administration (FFY 2024)	10	ODOT Type	ITS		MTIP ID: 71126
		Performance Meas:	No		Status: 0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date: 12/31/2025
		Conformity Exempt:	Yes		RTP ID: 11104
		On State Hwy Sys:	No		RFFA ID: N/A
		Mile Post Begin:	N/A		RFFA Cycle: N/A
		Mile Post End:	N/A		UPWP: Yes
		Length:	N/A		UPWP Cycle: SFY 24-25
		Flex Transfer to FTA	No		Transfer Code: N/A
		1st Year Program'd:	2024		Past Amend: 0
		Years Active:	0		OTC Approval: No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)					
STIP Description: TBD					
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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2024					\$ 200,200	\$ -
STBG-U	Z230	2025					\$ 200,200	\$ 200,200
							Federal Totals:	\$ 200,200
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 22,914	\$ -
Local	Match	2025					\$ 22,914	\$ 22,914
							Local Total	\$ 22,914
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 223,114	\$ 223,114
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 223,114	\$ 223,114
Year Of Expenditure (YOE):								\$ 223,114

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.
- > Slip TSMO admin FFY 2024 allocation to FFY 2025. Re-commit to SFY 24-25 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FFY 2024 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 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 - supports UPWP planning
- > 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
REPROGRAM PROJECT**
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22166
Project Name: TSMO Program Sub-allocation Funds (FFY 2022)	11	ODOT Type	ITS		MTIP ID:	71115
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
Short Description: Regional Transportation System Management & Operations (TSMO) program. (FY 2022 allocation year)		On State Hwy Sys:	No		RFFA ID:	50406
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,667,158	\$ -
STBG-U	Z230	2025					\$ 1,667,158	\$ 1,667,158
							Federal Totals:	\$ 1,667,158
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					\$ 190,814	\$ -
Local	Match	2025					\$ 190,814	\$ 190,814
							Local Total	\$ 190,814
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,857,972	\$ 1,857,972
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,857,972	\$ 1,857,972
Year Of Expenditure (YOE):								\$ 1,857,972

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.
- > Slip TSMO PGB in FFY 2022 allocation to FY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FFY 2022 project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FY 2025.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > 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: 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 .
- > 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
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
REPROGRAM PROJECT**
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22167
Project Name: TSMO Program Sub-allocation Funds (FFY 2023)	12	ODOT Type	ITS		MTIP ID:	71116
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50407
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2023					\$ 1,717,173	\$ -
STBG-U	Z230	2025					\$ 1,717,173	\$ 1,717,173
							Federal Totals:	\$ 1,717,173
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 196,538	\$ -
Local	Match	2025					\$ 196,538	\$ 196,538
							Local Total	\$ 196,538
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,913,711	\$ 1,913,711
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,913,711	\$ 1,913,711
Year Of Expenditure (YOE):								\$ 1,913,711

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.
- > Slip TSMO PGB in FFY 2023 allocation to FFY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FY 2023 project grouping bucket allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > 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: 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 .
- > 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
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
REPROGRAM PROJECT**
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22168
Project Name: TSMO Program Sub-allocation Funds (FFY 2024)	13	ODOT Type	ITS		MTIP ID:	71117
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
Short Description: Regional Transportation System Management & Operations (TSMO) program. (FY 2024 allocation year)		On State Hwy Sys:	No		RFFA ID:	50408
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
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 (ITS)	Total
Federal Funds								
STBG-U	Z230	2024					\$ 1,768,688	\$ -
STBG-U	Z230	2025					\$ 1,768,688	\$ 1,768,688
							Federal Totals:	\$ 1,768,688
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 202,434	\$ -
Local	Match	2025					\$ 202,434	\$ 202,434
							Local Total	\$ 202,434
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,971,122	\$ 1,971,122
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,971,122	\$ 1,971,122
Year Of Expenditure (YOE):								\$ 1,971,122

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.
- > Slip TSMO PGB in FFY 2024 allocation to FFY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FFY 2024 project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > 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: 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 .
- > 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
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20888
Project Name: Transportation System Mgmt Operations/ITS (2021)	14	ODOT Type	OP-ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50361
		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	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking (FY 2021 allocation year)						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						
Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2- Reprogram Other to FY 2022						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,801,828	\$ -
STBG-U	Z230	2025					\$ 1,801,828	\$ 1,801,828
							Federal Totals:	\$ 1,801,828
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					\$ 206,277	\$ -
Local	Match	2025					\$ 206,277	\$ 206,277
							Local Total	\$ 206,277
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,008,105	\$ 2,008,105
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,008,105	\$ 2,008,105
Year Of Expenditure (YOE):								\$ 2,008,105

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.
- > Slip TSMO PGB in FFY 2022 (allocation year of 2021) to FFY 2025.

Amendment Summary:

- The formal amendment reprograms the TSMO FFY 2022(allocation year of 2021) project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > 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: 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 .
- > 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
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new ADA safety improvement
project to the 2021-24 MTIP

Lead Agency: ODOT		Project Type:	Safety/ADA		ODOT Key:	22431
Project Name: OR141/OR217 Curb Ramps	15	ODOT Type	Safety/ADA		MTIP ID:	TBD
		Performance Meas:	No		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR141		RFFA ID:	N/A
		Mile Post Begin:	2.57		RFFA Cycle:	N/A
		Mile Post End:	7.07		UPWP:	No
		Length:	Various		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	21-24-0761		MTIP Amnd #:	JN21-11-JUN
Detailed Description: On OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)						
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						
Last Amendment of Modification: None - Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 851,830				\$ 851,830
AC-STBGS	ACP0	2022			\$ 299,730			\$ 299,730
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ 1,304,043
								\$ -
							Federal Totals:	\$ 2,455,603
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State	Match	2022			\$ 34,305			\$ 34,305
State	Match	2023					\$ 149,254	\$ 149,254
								\$ -
							State Total:	\$ 281,055
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
Year Of Expenditure (YOE):								\$ 2,736,658

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.
- > Part of the planned ADA improvements during FY 2020-2022 as approved by OTC during their January 2021 meeting.
- > Exemption Status: Project is an exempt, non-capacity enhancing project and is exempt from air quality analysis per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Qualifies as a Project Grouping Bucket: Yes. Projects will be NEPA CE, are non-capacity enhancing, and meet exemption status per 40 CFR 93.126, Table 2.

Amendment Summary:

The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.

- > 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
- > UPWP amendment: No
- > RTP Goals: Goal #5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBS = Federal Advance Construction placeholder fund type code that is projected to be State STBG when the fund conversion occurs.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: Hall Blvd is identified as a Pedestrian Parkway
- > Model category and type: Metro Pedestrian Network
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Add new ADA safety improvement
project to the 2021-24 MTIP

Lead Agency: ODOT		Project Type:	Safety/ADA		ODOT Key:	22432
Project Name: US30BY Curb Ramps	16	ODOT Type	Safety/ADA		MTIP ID:	TBD
		Performance Meas:	No		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	US30		RFFA ID:	N/A
		Mile Post Begin:	1.28		RFFA Cycle:	N/A
		Mile Post End:	14.76		UPWP:	No
		Length:	Various		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	21-24-0763		MTIP Amnd #:	JN21-11-JUN
Detailed Description: On US30 Bypass at multiple locations between MP 1.28 to 14.76) in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)						
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						
Last Amendment of Modification: None - Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 5,361,060				\$ 5,361,060
AC-STBGS	ACP0	2022			\$ 1,886,370			\$ 1,886,370
AC-STBGS	ACP0	2023					\$ 8,207,099	\$ 8,207,099
								\$ -
							Federal Totals:	\$ 15,454,529
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 613,597				\$ 613,597
State	Match	2022			\$ 215,904			\$ 215,904
State	Match	2023					\$ 939,339	\$ 939,339
								\$ -
							State Total:	\$ 1,768,840
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 5,974,657	\$ 2,102,274	\$ -	\$ 9,146,438	\$ 17,223,369
Year Of Expenditure (YOE):								\$ 17,223,369

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.
- > Part of the planned ADA improvements during FY 2020-2022 as approved by OTC during their January 2021 meeting.
- > Exemption Status: Project is an exempt, non-capacity enhancing project and is exempt from air quality analysis per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Qualifies as a Project Grouping Bucket: Yes. Projects will be NEPA CE, are non-capacity enhancing, and meet exemption status per 40 CFR 93.126, Table 2.

Amendment Summary:

The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements

- > 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
- > UPWP amendment: No
- > RTP Goals: Goal #5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBS = Federal Advance Construction placeholder fund type code that is projected to be State STBG when the fund conversion occurs.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes - MAP21 NHS Principal Arterials
- > Metro Model: Hall Blvd is identified as a Pedestrian Parkway
- > Model category and type: Metro Pedestrian Network
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
LIMITS CORRECTION
Update project name and limits
based on updated Charter

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	21616
Project Name: OR99W: OR217 SW Sunset Blvd & US30B: Kerby 162nd Ave OR99W: N Schmeer Rd SW Meinecke Pkwy & US30B: Kerby 165th Ave	17	ODOT Type	Safety		MTIP ID:	71170
		Performance Meas:	No		Status:	4
		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	US30	On State Hwy Sys:	OR99W		RFFA ID:	N/A
Short Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	5.52 5.60	Mile Post Begin:	8.71 -5.71		RFFA Cycle:	N/A
	14.53 14.70	Mile Post End:	16.90 15.95		UPWP:	No
	9.01 9.10	Length:	7.99 21.15		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 #: 21-24-0783			MTIP Amnd #:	JN21-11-JUN
Detailed Description: On OR99W from -5.71 to 15.95 and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.						
STIP Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.						

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								
HSIP	ZS30	2021		\$ 429,860				\$ -
HSIP	ZS30	2022			\$ 69,856			\$ 69,856
HSIP	ZS30	2023				\$ 11,685		\$ 11,685
HSIP	ZS30	2023					\$ 1,790,223	\$ 1,790,223
								\$ -
							Federal Totals:	\$ 1,871,764
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 36,264				\$ 36,264
State	Match	2022			\$ 5,893			\$ 5,893
State	Match	2023				\$ 986		\$ 986
State	Match	2023					\$ 151,030	\$ 151,030
								\$ -
								\$ -
							State Total:	\$ 194,173
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	\$ 1,941,253	\$ 2,495,797
Phase Totals After Amend:			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	\$ 1,941,253	\$ 2,495,797
Year Of Expenditure (YOE):								\$ 2,495,797

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 updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.

> 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, Highway Safety Improvement Program implementation.

> UPWP amendment: No

> RTP Goals: Goal 5 Safety and Security

> Goal Objective: Objective 5.1 - Transportation Safety

> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> HSIP =Federal Highway Safety Improvement Program funds appropriated to ODOT for safety related improvements

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

Other

> On NHS: Yes

> Metro Model: Yes. The safety improvement are located on a defined Throughway and Principal Arterial in the Motor Vehicle network

> Model category and type: Throughway and Principal Arterial

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
SPLIT/COMBINE
Split and combine remaining funds
to ODOT ATC project

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	18	ODOT Type	ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	7
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.		Capacity Enhancing:	No		Comp Date:	6/30/2021
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	50361
		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	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	4
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking.						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						
Last Amendment of Modification: Formal, January 2021, JN21-06-JAN - SPLIT FUNDS: The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							Federal Totals:	\$ 5,760
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					\$ 659	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
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.
- > Transfer remaining funds to ODOT's new ATC TSMO award.

Amendment Summary:

The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed All funds have now been committed to TSMO projects.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: 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 .
- > 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
SPLIT/COMBINE**
Split and combine remaining funds
to ODOT ATC project

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20885
Project Name: Transportation System Mgmt Operations/ITS (2020)	19	ODOT Type	ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	7
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee (FY 2020 allocation year)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	50361
		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	No		Transfer Code	N/A
		1st Year Program'd:	2020		Past Amend:	2
		Years Active:	2		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,744,598	\$ 1,744,598
STBG-U	Z230	2025					\$ 1,510,851	\$ 1,510,851
							Federal Totals:	\$ 3,255,449
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					\$ 199,677	\$ -
Local	Match	2025					\$ 172,924	\$ 172,924
							Local Total	\$ 172,924
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,944,275	\$ 1,944,275
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,683,775	\$ 1,683,775
Year Of Expenditure (YOE):								\$ 1,683,775

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.
- > Transfer \$233,747 of STBG-U (and match) to new ODOT ATC TSMO awarded project

Amendment Summary:

The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20885 decreases from \$1,745,257 to \$1,683,775. The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: 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 .
- > 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
ADD NEW PROJECT
Add new TSMO ATC upgrade &
deployment project for ODOT

Lead Agency: ODOT		Project Type:	ITS/TSMO	ODOT Key:	NEW - TBD
Project Name: Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	20	ODOT Type	ITS	MTIP ID:	NEW-TBD
		Performance Meas:	No	Status:	1
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:	11104
		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
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	JN21-11-JUN
Detailed Description: Throughout Region 1 at various locations, deploy and install new Advance Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing to support the ongoing Next Generation Transit Signal Priority Project, for smarter signal priority.					
STIP Description: TBD					

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	2230	2021					\$ 239,507	\$ 239,507
								\$ -
							Federal Totals:	\$ 239,507
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021					\$ 27,413	\$ 27,413
								\$ -
								\$ -
							State Total:	\$ 27,413
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 266,920	\$ 266,920
Year Of Expenditure (YOE):								\$ 266,920

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 new TSMO awarded project tot eh mTIP..

Amendment Summary:

- The formal amendment adds the new Metro TSMO awarded project tot he 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Several ITS related projects were awarded fund to provide upgrades to the signal controllers. This is one of four similar projects involving the purchase of Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at multiple locations throughout Region 1.
- > Will Performance Measurements Apply: Yes, ITS & Safety

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > 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: 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 .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughways and Major Arterials
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
CANCEL PROJECT
Cancel project and delay and re-add
to 2024-27 STIP

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	21800
Project Name: I-84: NE Martin Luther King Jr Blvd - I-205	21	ODOT Type	Preserve		MTIP ID:	71200
		Performance Meas:	No		Status:	2
		Capacity Enhancing:	No		Comp Date:	N/A
		Conformity Exempt:	Yes		RTP ID:	12094
		On State Hwy Sys:	I-84		RFFA ID:	N/A
		Mile Post Begin:	0.40		RFFA Cycle:	N/A
		Mile Post End:	7.12		UPWP:	No
		Length:	6.72		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:	Yes		
		STIP Amend #: 21-24-0764			MTIP Amnd #: JN21-11-JUN	
CANCELED PROJECT						
Detailed Description: Design for a future pavement resurfacing project to repair ruts and surface wear.						
STIP Description: Design for a future pavement resurfacing project to repair ruts and surface wear.						
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	Construction	Other (ITS)	Total
Federal Funds								
NHPP	2002	2021		\$ 922,200			-	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Obligation Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 77,800				\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Year Of Expenditure (YOE):					\$ -

CANCELED PROJECT

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.
- > ACTION: Cancel project from 2021-24 MTIP

Amendment Summary:

The formal amendment cancels Key 21800, ODOT's I-84: NE Martin Luther King Jr Blvd - I-205 rehab project. In the 2021-2024 STIP, this project was originally awarded \$1,000,000 Fix-it Interstate Maintenance (IM) funds which includes the state match requirement. The intent of the project was to design for a future pavement resurfacing project to repair ruts and surface wear. The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update

- > Will Performance Measurements Apply: No

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 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 Objective: Objective 10.1 - Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs

Fund Codes:

- > NHPP = Federal funds appropriated to ODOT and then applied to eligible state highway system projects .
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes. The project facility is identified as part of the Eisenhower Interstate System
- > Metro Model: The project does not require air quality modeling, but is located on a Metro modeled facility
- > Model category and type: "Throughways" in the Motor Vehicle network,
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
CANCEL PROJECT
CMAQ funds shifted to Max Red Line
Extension

Lead Agency: TriMet		Project Type: Transit		ODOT Key: 22188
Project Name: Electric Bus Purchase (Metro Fund Exchange)	22	ODOT Type: Transit		MTIP ID: 71217
		Performance Meas: Yes		Status: 0
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing: No		Comp Date: N/A
		Conformity Exempt: Yes		RTP ID: 11335
		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
Short Description: Electric Bus Purchase (Metro Fund Exchange)		Flex Transfer to FTA: Yes		Transfer Code: 5307
		1st Year Program'd: 2023		Past Amend: 0
		Years Active: 0		OTC Approval: No
		STIP Amend #: TBD		MTIP Amnd #: JN21-11-JUN
Detailed Description: None				
STIP Description: Purchase alternative fuel transit buses to enhance the existing fleet. Region				
Last Amendment of Modification: None. Initial MTIP programming				

CANCELED PROJECT

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
EMAQ	Z400	2023					\$ 4,946,372	\$ -
							\$ -	-
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								-
								-
								-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 566,134	\$ -
							\$ -	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 5,512,506	\$ 5,512,506
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	-
							Year Of Expenditure (YOE):	\$ -

CANCELED PROJECT

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.
- > Cancel procurement and shift funds to TriMet MAX Red Line Extension project.

Amendment Summary:

- The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849
- > Will Performance Measurements Apply: Yes, ITS & Safety

RTP References:

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
- > UPWP amendment: No
- > RTP Goals: Goal 7
- > Goal Objective: Objective 7.3 - Clean Air
- > Goal Description: Reduce transportation-related air pollutants, including and air toxics emissions.

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. The CMAQ program focuses on air quality improvements and funds eligible project that meet the criteria .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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



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

Formal Amendment
COST INCREASE
Minor Cost Increase

Lead Agency: TriMet		Project Type:	Transit		ODOT Key:	20849
Project Name: MAX Red Line Extension & Reliability Improvements		ODOT Type	Transit		MTIP ID:	71230
		Performance Meas:	Yes		Status:	6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Capacity Enhancing:	Yes		Comp Date:	12/31/2023
		Conformity Exempt:	No		RTP ID:	10922
Short Description: Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.		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
		Flex Transfer to FTA	Yes		FTA Code	5307
		1st Year Program'd:	2018		Past Amend:	1
		Years Active:	4		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations. This also includes new Light Rail Vehicles.						
STIP Description: Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, and construct new light rail bridge and Red Line station at Gateway along with a new pedestrian/bicycle path. This extension will increase capacity and improve the reliability of the entire MAX light rail system						
Past Amendments: Formal, August 2020 -AG21-01-AUG, ADD NEW PROJECT: The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
5309-SS	FF30	2021			\$ 950,000			\$ -
5309 SS	FF30	2021			\$ 2,608,462			\$ 2,608,462
FTA 5309-SS	FF30	2021				\$ 99,234,564		\$ -
FTA 5309 SS	FF30	2021				\$ 97,391,538		\$ 97,391,538
						\$ 4,946,372		\$ 4,946,372
							Federal Totals:	\$ 108,946,372
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2018					\$ 10,499,072	\$ 10,499,072
Local	Match	2021		\$ 457,818				\$ 457,818
Other	OTH0	2021		\$ 13,726,182				\$ 13,726,182
Local	Match	2021		-	\$ 950,000			\$ -
Local	Match	2021			\$ 2,608,462			\$ 2,608,462
Local	Match	2021				\$ 87,050,566		\$ -
Local	Match	2021				\$ 87,840,421		\$ 87,840,421
Local (CMAQ)	Match	2021				\$ 566,134		\$ 566,134
							Local Total	\$ 115,698,089
Phase Totals Before Amend:			\$ -	\$ 18,184,000	\$ 1,900,000	\$ 186,285,130	\$ 10,499,072	\$ 216,868,202
Phase Totals After Amend:				\$ 18,184,000	\$ 5,216,924	\$ 190,744,465	\$ 10,499,072	\$ 224,644,461
Year Of Expenditure (YOE):								\$ 224,644,461

Programming Notes:

- (1) The Other phase with \$10,499,072 represents prior obligated project development expenditures
- (2) The total 5309 Small Starts grant totals \$100,000,000. The 5309 is reduced in the Construction phase to increase the ROW phase.
- (3) The total local matching funds towards the 5309 FTA grant include the following: ROW of \$2,608,462 + PE Local Other funds of \$13,726,182 + Project Development funds of \$10,499,072 + Construction phase match to 5309 of \$87,840,421 for a matching fund total of \$114,674,137. The STBG and CMAQ local matches are separate. Under Pre-Award Authority, local funds in PE and the Other phase for project development may count towards the 50% local match requirement.
- (4) The cost increase equals \$7,776,259 which equals a 3.5% increase to the project

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 CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well. Including the CMAQ and Other phase project development local funding per FTA's direction increases the total project cost to \$224,644,461. The phase cost adjustments also includes a ROW phase cost increase as well. Without the project development costs, the project's total implementation costs are \$214,145,387.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review:

- > 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.
- > 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.
- > No action to the UPWP is required.

Fund Codes:

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro

CMAQ = Congestion Mitigation Air Quality (CMAQ) improvement funds which support projects that provide measurable air quality improvements

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

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

Other

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

> TCM project: No

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 4, 2021
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2021 MTIP Formal Amendment & Resolution 21-5182 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE THE REPROGRAMMING OF UNIFIED PLANNING WORK PROGRAM (UPWP) ANNUAL PROGRAM ESTIMATES IMPACTING METRO, PLUS AMEND, ADD, OR CANCEL SEVERAL PROJECTS IMPACTING ODOT AND TRIMET TO ADDRESS THEIR NEXT FEDERAL APPROVAL STEP (JN21-11-JUN)

BACKGROUND

What This Is:

The June 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5182 and being processed under MTIP Amendment JN21-11-JUN. The bundle contains a total of 23 projects.

What is the requested action?

TPAC received their amendment notification on June 4, 2021 and provided their approval recommendation to JPACT to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

Proposed June 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JN21-11-JUN					
Total Number of Projects: 23					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
UPWP Project Reprogramming Actions					
Project #1 Key 22160	71109	Metro	Safe Routes to Schools Program (FFY 2022)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	REPROGRAM PROJECT: Push out the UPWP SRTS project to FY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22161	71114	Metro	Safe Routes to Schools Program (FFY 2023)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2023 allocation year)	<u>REPROGRAM PROJECT:</u> Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #3 Key 22162	71110	Metro	Safe Routes to Schools Program (FFY 2024)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2024 allocation year)	<u>REPROGRAM PROJECT:</u> Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #4 Key 22172	71105	Metro	Statewide Travel Survey	Contribution to statewide travel survey to inform travel forecasting models.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #5 Key 22163	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #6 Key 22164	71103	Metro	Transit Oriented Development (TOD) program (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #7 Key 22165	71104	Metro	Transit Oriented Development (TOD) program (FFY 2024)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #8 Key 22169	71124	Metro	TSMO Administration (FFY 2022)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

Project #9 Key 22170	71125	Metro	TSMO Administration (FFY 2023)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #10 Key 22171	71126	Metro	TSMO Administration (FFY 2024)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #11 Key 22166	71115	Metro	TSMO Program Sub-allocation Funds (FFY 2022)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #12 Key 22167	71116	Metro	TSMO Program Sub-allocation Funds (FFY 2023)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #13 Key 22168	71117	Metro	TSMO Program Sub-allocation Funds (FFY 2024)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #14 Key 20886	70875	Metro	Transportation System Mgmt Operations/ITS (2021)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program
End UPWP Related Project Amendments					
Project #15 Key 22431 New Project	TBD	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.

Project #16 Key 22432	TBD	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.
Project #17 Key 21616	71170	ODOT	OR99W: OR247 -SW Sunset Blvd & US30B: Kerby-162nd Ave OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th Ave	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<u>LIMITS CORRECTION:</u> The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.
Project #18 Key 20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	<u>SPLIT/COMBINE PROJECT:</u> The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed
Project #19 Key 20885	70875	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	<u>SPLIT/COMBINE PROJECT:</u> The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle).. The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.
Project #20 Key TBD New Project	TBD	ODOT	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project to the 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Specific STBG funding is being split off from Keys 20884 and 20885
Project #21 Key 21800	71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	Design for a future pavement resurfacing project to repair ruts and surface wear.	<u>CANCEL PROJECT:</u> The amendment cancels the project. The latest review indicated the surface is in better condition than anticipated allowing the project to be delayed until the next STIP cycle.
Project #22 Key 22188	71217	TriMet	Electric Bus Purchase (Metro Fund Exchange)	Electric Bus Purchase (Metro Fund Exchange)	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849

Project #23 Key 20849	71230	TriMet	MAX Red Line Extension & Reliability Improvements	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	<u>COST INCREASE:</u> The CMAQ funds from Key 22188 are added to the project. The project phase costs have been updated as well. Overall, the cost increase is minor at only 3.5%
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AMENDMENT BUNDLE SUMMARY:

The June 2021 Formal MTIP Amendment bundle continues the UPWP pre-positioned project grouping buckets (PGB) reprogramming out to FFY 2025 to avoid future conflicts the annual Obligation Targets program. UPWP PGBs reprogrammed as part of the June Formal Amendment bundle include:

- Safe Routes to Schools (SRTS) PGBs (FFY 2022 through FY 2024) (3 projects)
- FFY 2022 State Travel Survey (1 project)
- Transit Oriented Development (TOD) program (FFY 2022 through FFY 2024) (3 projects)
- TSMO Administration (FFY 2022 through FFY 2024) (3 projects)
- TSMO Program Sub-allocation Funds (FFY 2022 through FFY 2025) (3 projects)
- Transportation System Mgmt Operations/ITS (FFY 2021) (older allocation -1 project)

Total number of UPWP pre-positioned PGBs being re-programmed: 14

The remaining projects in the bundle are the standard changes required for the end of federal year phase obligations or federal approval steps. Five projects belong to ODOT and included amendments, adding new projects, or canceling projects. Two projects are Metro Transportation System Management and Operations (TSMO) PGBs supporting the new ODOT Advance Traffic Control Upgrade and Deployment project.

The final two amended projects involve two TriMet projects. The first involves canceling the planned Electric Bus purchase. The cancelation results from infeasible procurement timing during FY 2023 to purchase the buses. Because the project funding is federal CMAQ and has an obligation shelf-life lapse of the end of FFY 2023, Metro worked with TriMet for a suitable substitute that FHWA would approve. A review and submission to FHWA of the TriMet MAX Red Line Extension project in Key 20849 proved to be a satisfactory substitute for the Bus Purchase. As part of the amendment bundle, The CMAQ funds are being removed from the Bus Purchase project in Key 22188 and re-programmed to the MAX Red Line Extension project in the Construction phase for a planned obligation before the end of FFY 2021.

The total number of projects within the June 2021 Formal MTIP Amendment is 23.

A detailed summary of the UPWP projects being reprogrammed out to FFY 2025 are listed below. They are grouped together based on their purpose and funding categories.

Projects 1-3:		Safe Routes to Schools Program (FFY 2022) Safe Routes to Schools Program (FFY 2023) Safe Routes to Schools Program (FFY 2024)		UPWP Related
Lead Agency:	Metro			
ODOT Key Number:	22160	MTIP ID Number:	71109	
	22161		71114	
	22162		71110	
Projects Description:	Project Snapshot:			
	<ul style="list-style-type: none">• <u>Metro UPWP Project:</u> Yes• <u>Proposed improvements:</u> The project grouping bucket (PGB) is an ongoing Metro UPWP planning effort to achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit. The Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS.• <u>Source:</u> Existing project.• <u>Amendment Action:</u> Reprogram FFY 2022 UPWP allocation out to FY 2025 to avoid conflicts with the Obligation Targets program• <u>Funding:</u> The funding for the SRTS program is Surface Transportation Block Grant (STBG) funds allocated to Metro• <u>FTA Conversion Code:</u> 5307. The funding normally will be flex-transferred to FTA to obligate and expend the funds for SRTS program• <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 projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are 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			

	<ul style="list-style-type: none">• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: TBD○ MTIP Amendment Number: JN21-11-JUN○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for July 8, 2021.																														
What is changing?	<p><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></p> <p>The formal amendment reprograms the project tout to FFY 2025 to avoid conflicts with the annual Obligation Targets. Metro is completing this for the UPWP STBG funded prepositioned project grouping buckets to ensure fund lapses do not occur.</p>																														
Additional Details:	<p>A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.</p>																														
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.</p>																														
Total Programmed Amount:	<table><tr><th colspan="6">Programming remains unchanged for the identified projects</th></tr><tr><th>Key</th><th>Prior Programmed Year</th><th>New Programmed year</th><th>Federal STBG</th><th>Match</th><th>Total</th></tr><tr><td>22160</td><td>2022</td><td>2025</td><td>\$530,450</td><td>\$60,712</td><td>\$591,162</td></tr><tr><td>22161</td><td>2023</td><td>2025</td><td>\$546,364</td><td>\$62,534</td><td>\$608,898</td></tr><tr><td>22162</td><td>2024</td><td>2025</td><td>\$562,754</td><td>\$64,410</td><td>\$627,164</td></tr></table>	Programming remains unchanged for the identified projects						Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22160	2022	2025	\$530,450	\$60,712	\$591,162	22161	2023	2025	\$546,364	\$62,534	\$608,898	22162	2024	2025	\$562,754	\$64,410	\$627,164
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Added Notes:																															

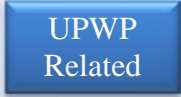
Project 4	Statewide Travel Survey		UPWP Related
Lead Agency:	Metro		
ODOT Key Number:	22172	MTIP ID Number:	71105
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Regional planning activity that provides a Contribution to statewide travel survey to inform travel forecasting models. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Reprogram funding to FFY 2025 • <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) Surface Transportation Block Grant funds (STBG). • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: MPO Region wide 		

	<ul style="list-style-type: none"> ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A <ul style="list-style-type: none"> • <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: JN21-11-JUN ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	<p><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></p> <p>The formal amendment reprograms the project from its current allocation year to the MTIP’s unconstrained year of FFY 2025. The reprogramming purpose to avoid possible conflicts with the annual Obligation Targets program requirements.</p>
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.
Total Programmed Amount:	The project programming remains unchanged at \$390,059
Added Notes:	

Projects 5-7:	Transit Oriented Development (TOD) program (FFY 2022)			UPWP Related
	Transit Oriented Development (TOD) program (FFY 2023)			
	Transit Oriented Development (TOD) program (FFY 2024)			
Lead Agency:	Metro			
ODOT Key Number:	22163	MTIP ID Number:	71102	
	22164		71103	
	22165		71104	
Projects Description:	Project Snapshot:			
	<ul style="list-style-type: none">• <u>Metro UPWP Project:</u> Yes• Proposed improvements:			

	<p>Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FFY 2022 -24 allocation years)</p> <ul style="list-style-type: none"> • <u>Source:</u> Existing projects. • <u>Amendment Action:</u> Reprogram to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Regional Flexible Fund Allocation (RFFA) Step 1 "Surface Transportation Block Grant (STBG) funds. • <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 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: JN21-11-JUN ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></p> <p>The formal amendment reprograms the three UPWP TOD project grouping buckets out to FFY 2025. The action will eliminate possible conflicts with the development and execution of the annual Obligation Targets program. As each new UPWP is developed and approved, the required funds from each STBG UPWP bucket will be then advanced and combined into the designated project key for the Master Agreement list of UPWP projects.</p>
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving a project to anon-constrained year in the MTIP requires a formal/full amendment complete.

Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	22163	2022	2025	\$3,495,507	\$400,076	\$3,895,583
	22164	2023	2025	\$3,600,373	\$412,079	\$4,012,452
	22165	2024	2025	\$3,708,384	\$424,441	\$4,132,825
Added Notes:						

Projects 8-10	TSMO Administration (FFY 2022) TSMO Administration (FFY 2023) TSMO Administration (FFY 2024)		
Lead Agency:	Metro		
ODOT Key Number:	22169 22170 22171	MTIP ID Number:	71124 71125 71126
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro 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> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <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: JNP21-11-JUN 		

	<ul style="list-style-type: none">○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for July 8, 2021																													
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment completes reprograms the TSMO admin funds out to FY 2025 to avoid conflicts with the Obligation Targets program.																													
Additional Details:	The pre-positioned PGBs contain funding supporting TSMO program administrative needs. These buckets are separate from the TSMO buckets (Keys 22166, 22167, and 22168) that support award TSMO projects.																													
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.																													
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Added Notes:																														

Projects 11-13	TSMO Program Sub-allocation Funds (FFY 2022) TSMO Program Sub-allocation Funds (FFY 2023) TSMO Program Sub-allocation Funds (FFY 2024)		UPWP Related
Lead Agency:	Metro		
ODOT Key Number:	22166 22167 22168	MTIP ID Number:	71115 71116 71117
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Metro UPWP Project:</u> Yes <u>Proposed improvements:</u> Keys 22166, 22167, and 22168 are Transportation System Management and Operations (TSMO) project grouping buckets (PGBs) The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. <p>Note: Keys 22166, 22167, and 22168 contains funds awarded to specific TSMO projects. The TSMO administrative program buckets in Keys 2269, 22170, and 22171 support TSMO administrative functions such as staff salaries and are part of the UPWP program.</p> <ul style="list-style-type: none"> Source: Existing project. 		

	<ul style="list-style-type: none"> • <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <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 – Safety - Traffic control devices and operating assistance other than signalization projects. • <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: JNP21-11-JUN ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for July 8, 2021 																								
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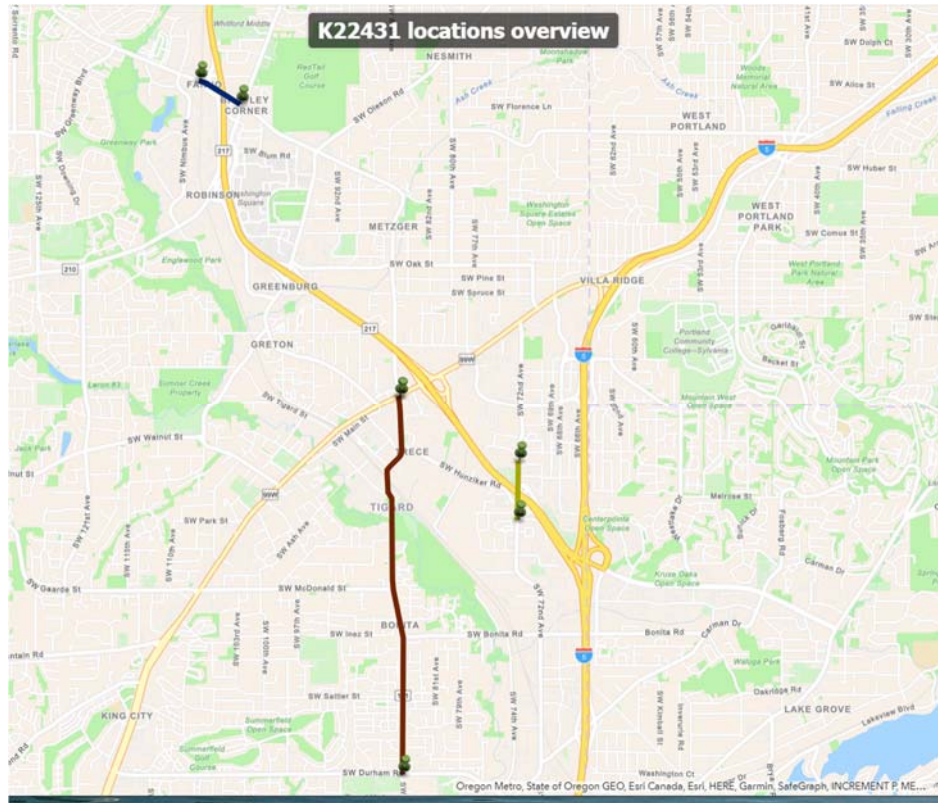
ODOT Key Number:	20886	MTIP ID Number:	70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 20886 is an older Transportation System Management and Operations (TSMO) project grouping bucket (PGB). The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. Key 20886 and 20888 is an older TSMO/ITS revenue bucket. These will be one of the first buckets to split and commit funds to support awarded TSMO projects currently completing their required scoping actions. • Source: Existing project. • <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <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 – Safety - Traffic control devices and operating assistance other than signalization projects. • <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: JN21-11-JUN ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for July 8, 2021 		

What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u>					
	The formal amendment completes reprograms the TSMO project out to FY 2025 to avoid conflicts with the Obligation Targets program.					
Additional Details:						
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.					
Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	20886	2022	2025	\$1,801,828	\$206,277	\$2,008,105
Added Notes:						

End of UPWP reprogramming Actions

Projects 15:		OR141/OR217 Curb Ramps (NEW PROJECT)	
Lead Agency:	ODOT		
ODOT Key Number:	22431	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"><u>Metro UPWP Project:</u> No<u>Proposed improvements:</u> The project will construct ADA compliant curbs and ramps on OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area.<u>Source:</u> New project.<u>Amendment Action:</u> Add the new ADA safety improvement project to the 2021-24 MTIP.<u>Funding:</u> Key 22431 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of Advance Construction initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code.<u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none">Location: On OR 141 (Hall Blvd at two locations and on SW 72nd Ave)Cross Street Limits: On SE 72nd Ave between SW Beveland Rd to SW Varnes StOverall Mile Post Limits: On OR 141 between MP 2.57 to MP 7.07		

	<ul style="list-style-type: none">• <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).• <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, Projects that correct, improve, or eliminate a hazardous location or feature.• <u>Regional Significance Status:</u> The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: 21-24-0761○ MTIP Amendment Number: JN21-11-JUN○ OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC’s January 2021 meeting○ Metro approval date: Tentatively scheduled for July 8, 2021																		
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportation Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC</p> <table><tr><th><i>Project/Program</i></th><th><i>Description</i></th><th><i>Amount</i></th></tr><tr><td><i>Tolling Development and Implementation</i></td><td><i>Fund NEPA and system development through 2022</i></td><td><i>\$60 million</i></td></tr><tr><td><i>Interstate Bridge Replacement Program</i></td><td><i>Fund program development through 2024</i></td><td><i>\$30 million</i></td></tr><tr><td><i>ADA 2020-2022 Projects</i></td><td><i>Complete ADA projects through first milestone</i></td><td><i>\$147 million</i></td></tr><tr><td><i>ADA 2022-2024 Projects</i></td><td><i>Complete ADA projects through remainder of 2021-2024 STIP</i></td><td><i>\$90 million</i></td></tr><tr><td colspan="2"><i>Total</i></td><td><i>\$327 million</i></td></tr></table> <p>Summary Minutes from the January OTC 2021 Meeting:</p> <p><i>Presentation:</i> ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a PowerPoint on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include \$60 million for tolling development and implementation, \$30 million for the Interstate Bridge Replacement Program, and \$237 million for ADA curb ramps, for a total of \$327 in total funds needed. However, only \$207 million in funding is anticipated from the federal government and the State Highway Fund. The \$120 million deficit would be borrowed from the Fix-It program in the 2024-2027 STIP, which was incorporated into the funding</p>	<i>Project/Program</i>	<i>Description</i>	<i>Amount</i>	<i>Tolling Development and Implementation</i>	<i>Fund NEPA and system development through 2022</i>	<i>\$60 million</i>	<i>Interstate Bridge Replacement Program</i>	<i>Fund program development through 2024</i>	<i>\$30 million</i>	<i>ADA 2020-2022 Projects</i>	<i>Complete ADA projects through first milestone</i>	<i>\$147 million</i>	<i>ADA 2022-2024 Projects</i>	<i>Complete ADA projects through remainder of 2021-2024 STIP</i>	<i>\$90 million</i>	<i>Total</i>		<i>\$327 million</i>
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<i>Total</i>		<i>\$327 million</i>																	

	<p>scenario approved by the commission last month. ODOT is requesting the commission move forward on funding \$147 million for ADA curb ramps at today's meeting to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost. ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same time. Brouwer requested the commission approve \$147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.</p>
Additional Details:	<p>Project Location Information</p>  <p>The map, titled 'K22431 locations overview', shows a network of roads in the Portland area. Key locations marked with green dots include Greenburg, Greton, Tigard, and Boring. The map also shows major roads like I-5 and I-205, and various local streets. The locations are connected by a network of roads, with some segments highlighted in blue and others in red.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22431 is \$2,736,658
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Projects 16: US30BY Curb Ramps (NEW PROJECT)	
Lead Agency:	ODOT
ODOT Key Number:	22432 MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will construct ADA compliant curbs and ramps on US30 Bypass in the NE Portland area. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new ADA safety improvement project to the 2021-24 MTIP. • <u>Funding:</u> Key 22432 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of "Advance Construction" initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On US30 Bypass at various locations ○ Approximate Cross Street Limits – 4 segments: <ul style="list-style-type: none"> ▪ From N Philadelphia Ave to NE Flaske Ave ▪ OR99W to OR99E ▪ OR99E to N MLK ▪ N. MLK to east of 162nd Ave ○ Overall Mile Post Limits: On OR 30 Bypass between MP 1.28 to MP 14.76 • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <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, Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.

- Approval Estimates:
 - STIP Amendment Number: 21-24-0763
 - MTIP Amendment Number: JN21-11-JUN
 - OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC's January 2021 meeting
 - Metro approval date: Tentatively scheduled for July 8, 2021

AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportation Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC

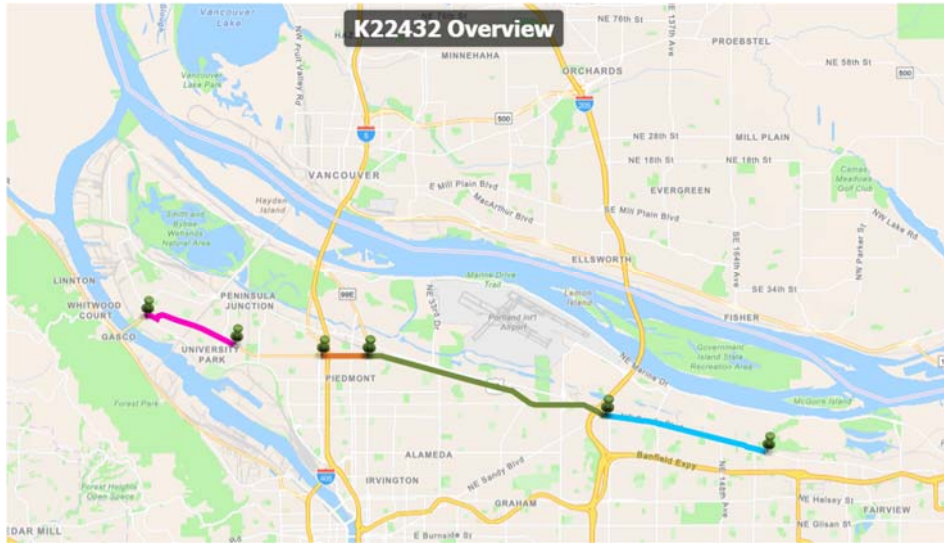
<i>Project/Program</i>	<i>Description</i>	<i>Amount</i>
<i>Tolling Development and Implementation</i>	<i>Fund NEPA and system development through 2022</i>	<i>\$60 million</i>
<i>Interstate Bridge Replacement Program</i>	<i>Fund program development through 2024</i>	<i>\$30 million</i>
<i>ADA 2020-2022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

Summary Minutes from the January OTC 2021 Meeting:

Presentation:

What is changing?

ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a [PowerPoint](#) on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include \$60 million for tolling development and implementation, \$30 million for the Interstate Bridge Replacement Program, **and \$237 million for ADA curb ramps, for a total of \$327 in total funds needed.** However, only \$207 million in funding is anticipated from the federal government and the State Highway Fund. The \$120 million deficit would be borrowed from the Fix-It program in the 2024-2027 STIP, which was incorporated into the funding scenario approved by the commission last month. **ODOT is requesting the commission move forward on funding \$147 million for ADA curb ramps at today's meeting** to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, **which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost.** ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same

	time. Mr. Brouwer requested the commission approve \$147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.
Additional Details:	<p>Project Location Information</p> 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22432 is \$17,223,369
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Project 17:	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave OR99W: N Schmeer Rd - SW Meinecke Pkwy & US30B: Kerby - 165th Ave		
Lead Agency:	ODOT		
ODOT Key Number:	21161	MTIP ID Number:	71170
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Metro SFY 2022 UPWP Project:</u> No <u>Proposed improvements:</u> Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section. <u>Source:</u> Existing project. <u>Amendment Action:</u> Revise project MP limits and update project name as a result of adjusted limits 		

	<ul style="list-style-type: none"> • <u>Funding:</u> Key 21161 is funded with federal Highway Safety Improvement Program funds. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On OR99W and on US30 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: OR99W - -5.71 to 15.95 and on US30 from 5.60 to 14.70 • <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> 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 – Highway Safety Implementation Program. • <u>Regional Significance Status:</u> Regionally Significant project (federal funds + Major Arterial (in the Metro UGB)) • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0783 ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: LIMITS CORRECTION</u></p> <p>The amendment corrects the milepost project limits based on the updated project charter. The limit changes are significant and result in a required adjustment to the project name. However, the project scope and programming costs remain unchanged.</p>
Additional Details:	Project Location Information

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, project limit changes greater than 0.25 miles requires a via a formal/full amendment.
Total Programmed Amount:	Key 21161 total programming remains unchanged at \$2,495,795
Added Notes:	

Projects 18: Transportation System Mgmt Operations/ITS (2019)	
Lead Agency:	Metro
ODOT Key Number:	20884 MTIP ID Number: 70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project.

	<ul style="list-style-type: none"> • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Splits off the remaining funds and commits them to ODOT's new Metro awarded TSMO ATC upgrade and deployment project (also part of this amendment bundle). • <u>Funding:</u> The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: At various locations throughout Region 1 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <u>Air Conformity/Capacity Status:</u> The PGB 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 - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> The PGB contains Regionally Significant TSMO projects as they contain federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: SPLIT/COMBINE PROJECT:</u></p> <p>The formal amendment splits off the remaining federal STBG funds (\$5,760) along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is \$239,507. The remaining needed federal funds will be split from Key 20885 and applied ODOT's new ATC project. As a result of the reduction to Key 20884, key 20884 is now "zeroed programmed" with all funds now committed to Metro awarded TSMO projects</p>
Additional Details:	<p>With all funds now programmed to other specific TSMO projects, Key 20884 is now considered "Completed" and will be removed from the MTIP during the new full MTIP Update.</p>

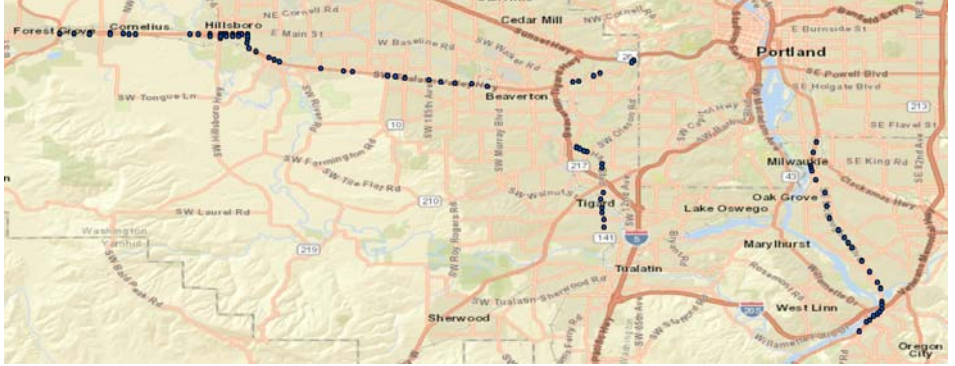
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The total programming amount for Key 20884 decreases from \$6,419 to \$0
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 19: Transportation System Mgmt Operations/ITS (2020)	
Lead Agency:	Metro
ODOT Key Number:	20885
	MTIP ID Number: 70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Splits off \$233,747 of STBG funds (and required match) to support the new ODOT ATC project (see next project). The amendment also pushes-out the programming year to FY 2025 to avoid conflicts with the Obligation Targets program. • <u>Funding:</u> The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: At various locations throughout Region 1 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. • <u>Air Conformity/Capacity Status:</u> The PGB 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 - Traffic control devices and operating assistance other than signalization projects.

	<ul style="list-style-type: none"> • Regional Significance Status: The PGB contains Regionally Significant TSMO projects as they contain federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: SPLIT/COMBINE PROJECT:</u></p> <p>The formal amendment splits off \$233,747 of STBG along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is \$239,507. The remaining needed federal funds originate from Key 20884. The remaining funding years for Key 20885 also is pushed-out to FY 2025 to avoid conflicts with the Obligation Targets program.</p>
Additional Details:	.
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The STBG programming amount for Key 20885 decreases from \$1,744,598. The total project revenues for the TSMO bucket decreases from \$1,944,275 to \$1,683,775
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

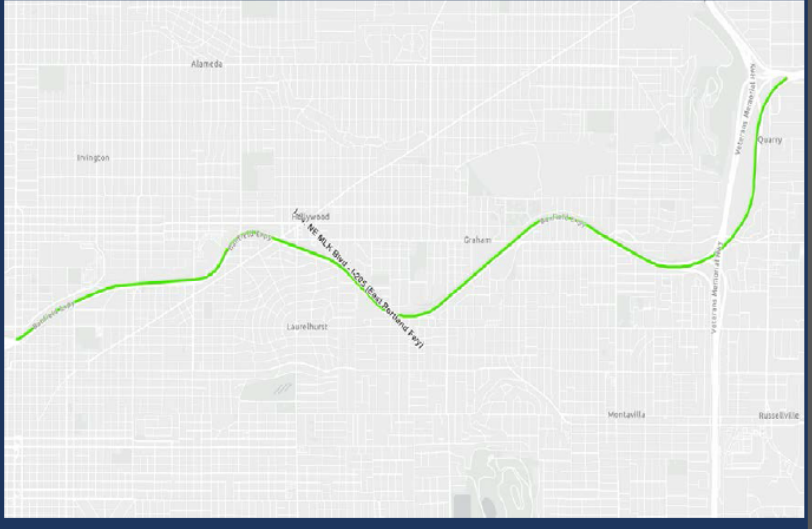
Projects 20:	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy (NEW PROJECT)		
Lead Agency:	ODOT		
ODOT Key Number:	New - TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1 • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new Metro awarded Transportation Systems Management and Operations (TSMO) project to the 2021-24 MTIP. 		

	<ul style="list-style-type: none"> • <u>Funding:</u> The project is federally funded and will utilize Surface Transportation Block Grant (STBG) funds. The required STBG funds are split from Keys 20884 and 20885 and combined here into this project. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: At various locations throughout Region 1 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <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 - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> The project is considered Regionally Significant as it contains federal funds and is located on an various arterials in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new project to the 2021-24 MTIP. The Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy project is one of four new ATC upgrade projects awarded through the Metro FY 2019-21 TSMO funding call. The project will deploy and install new Advance Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing to support the ongoing Next Generation Transit Signal Priority Project, for smarter signal priority at various locations throughout Region 1.</p> <p>Funding for the project is from Keys 20884 and 20885 which is being combined into the new project.</p>
Additional Details:	Project Location Information

	
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 programming amount for the new TSMO awarded project is \$266,920
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 21:	I-84: NE Martin Luther King Jr Blvd - I-205 (Cancel Project)		
Lead Agency:	ODOT		
ODOT Key Number:	21800	MTIP ID Number:	71200
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project was planned to complete the required design activities for a future pavement rehabilitation project to occur on I-84 from Martin Luther King Blvd east to the I-205 junction. <u>Source:</u> Existing project. <u>Amendment Action:</u> The latest review of the project limits and surface conditions indicated the pavement condition is not in as bad shape as anticipated. Therefore, ODOT is now recommending that the project delayed, removed from the MTIP and STIP, and then be re-added to the 2024-27 STIP. <u>Funding:</u> The project is federally funded with National Highway Performance Program (NHPP) funds. <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> Location: On I-84 Cross Street Limits: MLK Blvd east to I-205 Overall Mile Post Limits: 0.40 to 7.12 (6.72 miles total) 		

	<ul style="list-style-type: none"> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • <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 - Pavement resurfacing and/or rehabilitation. Additionally, only the Preliminary Engineering phase was programmed in the MTIP and STIP. Removing the funds and project through this amendment has no impact on air quality or mobility. • <u>Regional Significance Status:</u> The project is not considered regionally significant with only PE programmed. Once the full project was programmed, it would be considered Regionally Significant as it contains federal funds and is located on a “Throughway” in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: CANCEL PROJECT:</u></p> <p>The formal amendment cancels the project and removes it from the MTIP and STIP. The focus of the PE design phase supports the future project that will improve ride quality, repair rutted and worn pavement, and provide a safe driving surface on a high-volume, urban interstate facility</p> <p>In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle. The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update</p>
Additional Details:	Project Location Information

	<div data-bbox="537 191 1360 1050"> <p>TOTAL ESTIMATED COST: \$1,000,000</p> <p>LOCATION DETAILS</p> <p>COUNTY: Multnomah CITY: Portland</p> <p>HIGHWAY: I-84 Columbia River Highway</p> <p>ODOT MAP LINK GOOGLE MAP LINK</p>  </div>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the I-84 rehab design project decreases from \$1,000,000 to \$0
Added Notes:	OTC approval was required. A copy of the OTC staff report follows this entry.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 23, 2021

TO: Kristopher W. Strickler
Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205 project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel the Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205 project.

STIP Amendment Funding Summary

Project/Funding Source	Current Funding	Proposed Funding
I-84: NE Martin Luther King Jr Blvd to I-205	\$1,000,000	\$0
State Interstate Maintenance Program	\$0	\$1,000,000
TOTALS	\$1,000,000	\$1,000,000

Project to be cancel:

I-84: NE Martin Luther King Jr Blvd to I-205 (KN 21800)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$1,000,000	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTALS		\$1,000,000	\$0

Background:

In the 2021-2024 STIP, this project was originally awarded \$1,000,000 Fix-it Interstate Maintenance (IM) funds which includes the state match requirement.

The intent of the project was to design for a future pavement resurfacing project to repair ruts and surface wear.

In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle.

March 23, 2021
Page 2

The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update.

\$620 in funds have been expended on the project. Journal entries are in process to remove the charges.

Project Timeline:

October 1, 2020 Project award approved in the 2021-2024 STIP
November 2020 Statewide IM program manager requested to delay project
February 2021 Region 1 Project delivery request to cancel project.

Options:

With approval, the project will be cancelled from the Statewide Transportation Improvement Program (STIP).

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:


Cooper Brown	Karen Rowe	Rian Windsheimer	Shelli Romero
Travis Brouwer	Mac Lynde	Tova Peltz	Chris Ford
Tom Fuller	Jeff Flowers	Ted Miller	Talena Adams
Lindsay Baker	Arlene Santana	Gabriela Garcia	Adriana Antelo
Jess McGraw	Alice Bibler	Justin Moderie	Amanda Sandvig
Jen Bachman			

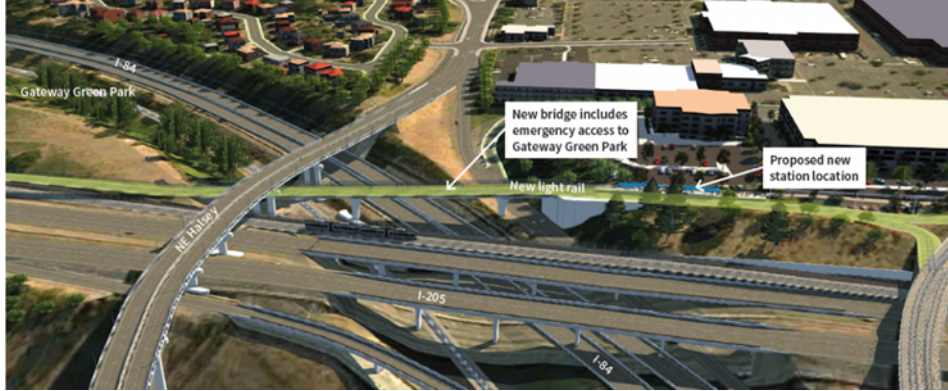
Projects 22: Electric Bus Purchase (Metro Fund Exchange) (Cancel Project)	
Lead Agency:	TriMet
ODOT Key Number:	22188
	MTIP ID Number: 71217
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project was planned to purchase replacement electric buses for the TriMet bus fleet. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Cancel the project from the MTIP. The planned procurement during federal fiscal year 2023 is now not feasible. The CMAQ funds now are being shifted to the TriMet MAX Red Line Extension. See next project. • <u>Funding:</u> The project is federally funded with Metro awarded Congestion Mitigation Air Quality (CMAQ). • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: N/A - Regional

	<ul style="list-style-type: none"> ○ Cross Street Limits: N/A – Transit procurement ○ Overall Mile Post Limits: N/A <ul style="list-style-type: none"> • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <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 – Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. • <u>Regional Significance Status:</u> The project is considered regionally significant. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<p><u>AMENDMENT ACTION: CANCEL PROJECT:</u></p> <p>The formal amendment cancels the project and removes it from the MTIP and STIP. The Electric Bus procurement originally was an approved Metro/TriMet fund exchange project committing the CMAQ fund in support of the electric bus procurement. However, TriMet determine the procurement could not occur in federal fiscal year (FFY) 2023 and would have to be delayed.</p> <p>The CMAQ funds have a shelf-life obligation expiration date of the end of FFY 2023. Therefore, delaying the project to FFY 2024 was not an acceptable option.</p> <p>The use and award of CMAQ funds are more complicated than other federal fund programs. First CMAQ is an air quality improvement program that contains funding that support projects that must clearly provide air quality improvement benefits. Second, each project proposed to use CMAQ funds must include an approved air quality emissions reduction analysis providing the specific air quality improvements. Third, the review and approval of CMAQ funds for a specific projects requires approval from the ODOT State CMAQ manager and FHWA.</p> <p>As a result of the extra reviews and approval steps, shifting CMAQ to another project is a lengthy and complicated process. The process is summarized in the TriMet MAX Red Line Extension project where the CMAQ funds will be committed.</p>
Additional Details:	

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the electric bus purchase decreases from \$5,512,506 to \$0
Added Notes:	

Projects 23: MAX Red Line Extension & Reliability Improvements	
Lead Agency:	TriMet
ODOT Key Number:	20489
	MTIP ID Number: 71230
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The formal amendment adds the CMAQ funds from Key 22188 and updates the phase costs. • <u>Funding:</u> The funding for the project includes a Federal Transit Administration (FTA) Section 5309 Small Starts grant, federal Surface Transportation Block Grant (STBG) funds, federal Congestion Mitigation Air Quality (CMAQ), and local funds. • <u>FTA Conversion Code:</u> 5307. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Red Line light rail system ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). • <u>Air Conformity/Capacity Status:</u> The MAX Red Line Extension is considered a capacity enhancing project and completed its required air conformity analysis and modeling in the Metro Transit network for the Regional Transportation Plan (RTP) • <u>Regional Significance Status:</u> The project is regionally significant.

	<ul style="list-style-type: none"> • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	<p><u>AMENDMENT ACTION: COST INCREASE</u></p> <p>Upon review by Metro’s air quality planner, the State CMAQ Manager, and FHWA, the TriMet MAX Red Line Extension project was approved as a suitable substitute for TriMet’s canceled Electric Bus Purchase in Key 22188. Through this amendment, the CMAQ funds are being added to this project while Key 22188 is being canceled. As the project now forward towards the start of Construction, the phase costs are being updated as well in preparation for approval to obligate and expend the FTA 5309 Small Starts grant.</p> <p>Obligation approval is projected to occur before the end of FY 2021 (by September, 2021). The updated phase. The phase cost updates result in a minor cost increase to the project (in ROW and Construction). The cost increase totals \$7,776,259 which equals a 3.5% increase to the project.</p>
Additional Details:	<p>TriMet MAX Red Line Extension Overview</p>  <p>The map illustrates the TriMet MAX Red Line Extension route. It begins in Hillsboro at Hatfield Government Center and runs east through several stations: Hillsboro Central/SE 48th, Tuality Hospital/SE 8th, Washington/SE 12th, Fair Complex/Hillsboro Airport, Hawthorn Farm, Orenco, Quatana, Willow Creek/SW 185th Transit Center, Elmonica/SW 170th, Merlo/SW 158th, Beaverton Creek, Millikan Way, Beaverton Central, and Beaverton Transit Center. The route then continues to City Center. A legend indicates that the red dashed line represents the MAX Red Line Extension. Station numbers are provided for several locations: Hillsboro Central/SE 48th (40, 47, 48, 51), Fair Complex/Hillsboro Airport (40), Hawthorn Farm (40), Orenco (47), Quatana (47), Willow Creek/SW 185th Transit Center (32, 59, 88), Elmonica/SW 170th (67), Merlo/SW 158th (67), Beaverton Creek (62), Millikan Way (62), Beaverton Central (20, 52, 53, 54, 57, 58, 61, 76, 78, 88), and Beaverton Transit Center (20, 52, 53, 54, 57, 58, 61, 76, 78, 88).</p>

	
Why a Formal amendment is required?	The process to shift CMAQ to a suitable substitute normally requires a full/formal amendment to complete due to the multiple reviews and approval steps required.
Total Programmed Amount:	Including the project development funding for the project as part of the cost, Key 20849 increases from \$216,868,202 to \$224,644,461 which equals a 3.5% increase to the project.
Added Notes:	Two attachments are included: <ol style="list-style-type: none"> 1. A Better Red Fact Sheet 2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP

- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - 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.

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:	
• 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:	
• FHWA project cost increase/decrease:	
• 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.	

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June 2021 Formal MTIP amendment (JN21-11-JUN) will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|----------------------|
| • Initiate the required 30-day public notification process..... | June 1, 2021 |
| • TPAC notification and approval recommendation..... | June 4, 2021 |
| • JPACT approval and recommendation to Council..... | June 17, 2021 |

- Completion of public notification process..... June 30, 2021
- Metro Council approval..... July 8, 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..... | July 15, 2021 |
| • Submission of the final amendment package to USDOT..... | July 15, 2021 |
| • ODOT clarification and approval..... | Late July, 2021 |
| • USDOT clarification and final amendment approval..... | Early August, 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 received their amendment notification on June 4, 2021 and provided their approval recommendation to JPACT to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

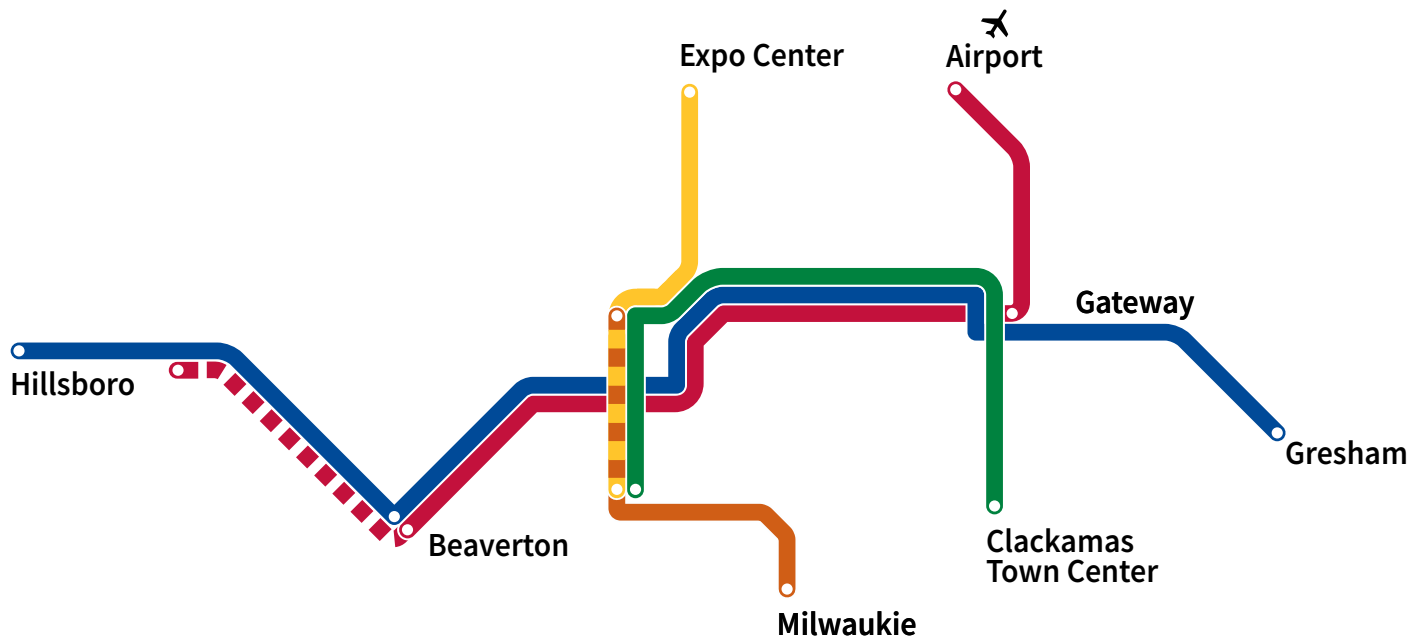
Attachments: 2

1. A Better Red Fact Sheet
2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

A BETTER RED



A Better Red extends MAX Red Line west to serve 10 more stations and improves schedule reliability for the entire MAX system.



More service

Extending the MAX Red Line west allows more people to enjoy a one-seat ride to Portland International Airport and other destinations. The extension improves MAX frequency at 10 stations in Beaverton and Hillsboro:

- ▶ Beaverton Central
- ▶ Millikan Way
- ▶ Beaverton Creek
- ▶ Merlo/SW 158th
- ▶ Elmonica/SW 170th Ave
- ▶ Willow Creek/SW 185th TC
- ▶ Quatama
- ▶ Orenco
- ▶ Hawthorn Farm
- ▶ Fair Complex/Hillsboro Airport

Improved reliability

MAX Red Line has two single-track sections, near Gateway and Portland International Airport, where trains traveling in opposite directions have to take turns. These bottlenecks affect schedule reliability for the entire MAX system, which has grown substantially since the Red Line was constructed. Adding a second track in these sections will improve service for all riders.

New connections for people biking and walking

Near the new tracks at Gateway and Portland International Airport, new multi-use paths will create more options for accessing transit, getting around on foot, bike, scooter and other mobility devices, and better access for emergency services.

Improvements to be constructed in three areas

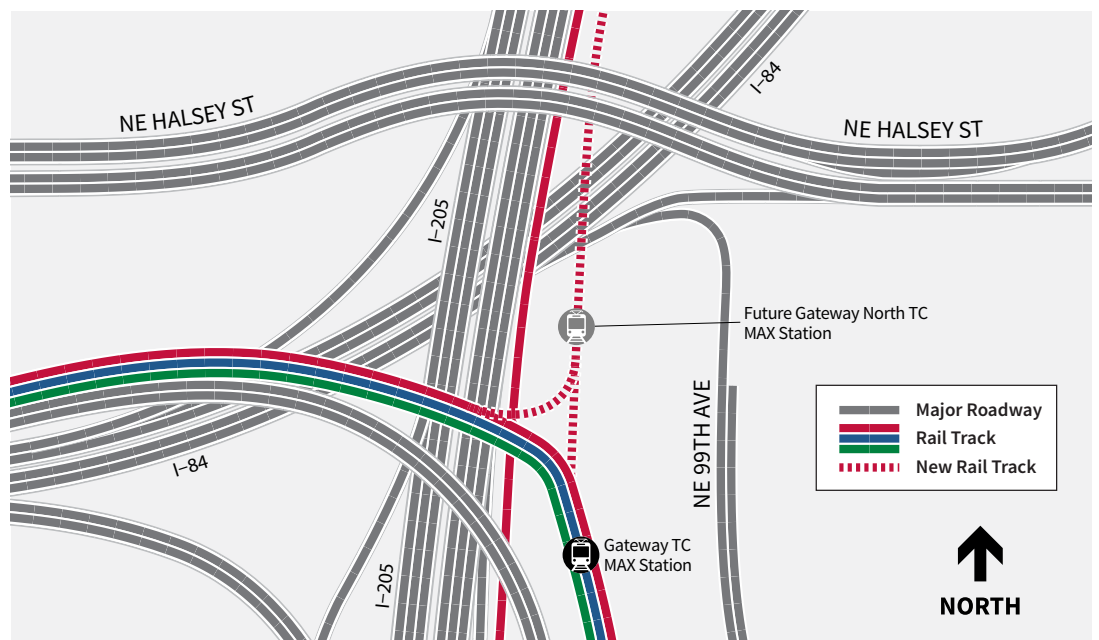
At Fair Complex/Hillsboro Airport MAX Station

Crews will work on signals and switches in the existing trackway, and build a new walkway and break facility for MAX operators.



At Gateway/NE 99th Ave Transit Center

A new MAX station platform will be constructed about 500 feet north of the existing transit center. This new platform will serve Red Line trains coming from Portland International Airport only. All other trains will continue to serve the existing platforms.



Conceptual rendering subject to change



Two new bridges will be constructed to accommodate the second track:

- ▶ Spanning existing MAX track and I-205 Multi-Use Path adjacent to Gateway Green Park.
- ▶ Spanning Interstate 84 and Union Pacific Railroad tracks.

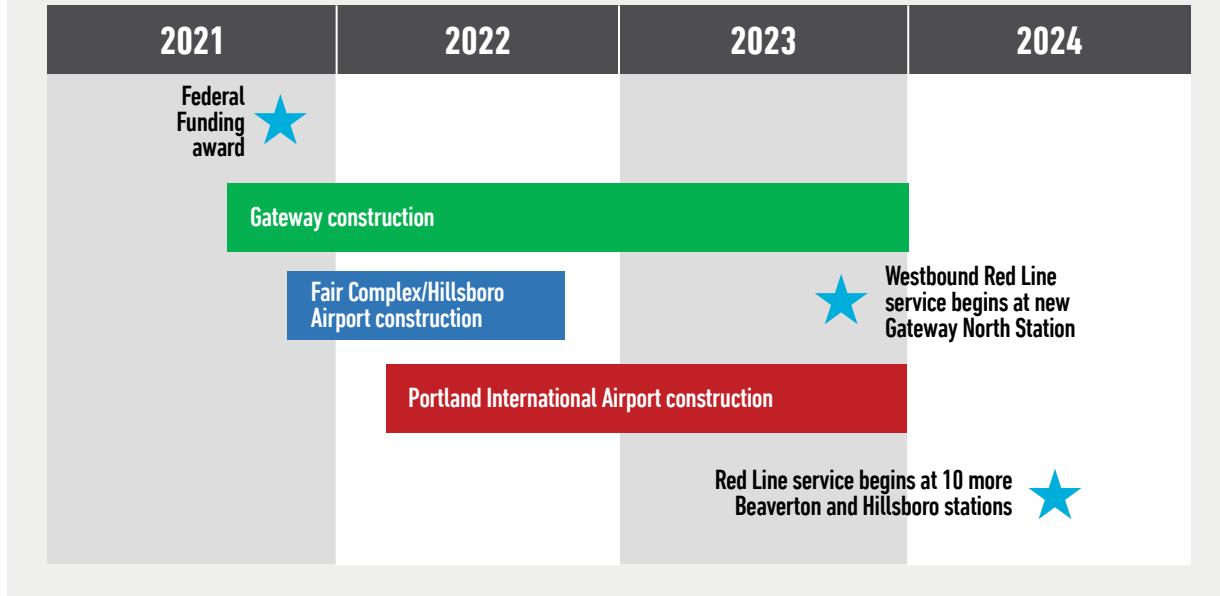
A new pathway will connect the new platform with the existing platforms and bus stops., and extend north on the new bridge over I-84, into Gateway Green Park.

At Portland International Airport

The second track will be constructed adjacent to the existing track, along with a new multi-use path between the MAX station and NE 82nd Way.



ESTIMATED PROJECT SCHEDULE



What to expect during construction

Construction information will be updated regularly at trimet.org/betterred. Some things to expect include:

- ▶ Closure of some Park & Ride spaces at Fair Complex/Hillsboro Airport Station and Gateway/NE 99th Ave Transit Center
- ▶ MAX service interruptions, with shuttle buses connecting stations
- ▶ Various lane closures, including nighttime lane closures on I-84
- ▶ Weekend closures of I-84
- ▶ Construction staging in a small portion of Gateway Green Park
- ▶ Short-term closure of I-205 Multi-Use Path adjacent to Gateway Green Park

- ▶ Daytime pile driving adjacent to I-84 at Gateway
- ▶ Nighttime and weekend construction activity

Economic benefits

In addition to extending MAX service and improving system reliability, the project is expected to create up to 1,200 jobs for the region. The project has a goal of awarding 19 percent of the design funding and 20 percent of the construction funding to Disadvantaged Business Enterprise (DBE) firms, supporting businesses owned by people of color and women.

Learn more at trimet.org/betterred/benefits

Contact

Questions about the Better Red project? Visit trimet.org/betterred to learn more. Or, call 503-962-2150. Email us: betterred@trimet.org.

Available in other formats

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<u>ODOT CMAQ Guidelines</u>			
PROJECT INFORMATION			
Project Title	MAX Red Line Extension		
MPO (if Applicable)	Metro	STIP #	20849
Agency (applicant)	TriMet		
Address	1800 SW 1 st Avenue, Suite 300, Portland, Oregon		
Primary Contact	David Unsworth		
Telephone	503-720-6091	Public-Private Partnership? Y/N	N
Email	unsworl@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	City of Portland (Portland Airport) to Fair Complex/Hillsboro Airport (Washington County)		
Project Delivery	Certified Agency: X SFLP (non MPO)____ ODOT Delivered____		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input checked="" type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: __Roadway, __Bikeway or Sidewalk, __X__Transit, __Other			
Non-Infrastructure Project includes: __Operating Assistance, __Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Functional Class: High Capacity Transit, Fixed Guideway – Light Rail	
Cross Streets, Termini: Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Total Length: Before extension: 20 miles After extension: 28 miles	

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development						
Design/ Engineering	FFY 2019, 2020 & 2021	\$4,000,000		\$14,184,000		\$18,184,000
Right of Way	FFY 2021	\$2,608.462		\$2,608,461		\$5,216,923
Construction	FFY 2021, 2022, 2023 & 2024	\$97,391,538	\$4,946,372 (FFY2022)	\$86,465,539		\$188,805,448
Operating Assistance (if applicable)						
Other						
Totals		\$103,999,999	\$4,946,372	\$103,258,000		\$212,204,371
Duration of Project Funding (Years): 4 years (opening in 2024) Expected first year of billing: FFY2021 (NOTE: detailed cost estimate as of late April 2021. Refinements to this estimate will get finalized in mid-May and will be included in the MTIP and STIP amendment to occur after approval)						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
The extension of the light rail and the operational realignment at the Gateway station are eligible activities under the federal and state CMAQ eligibility requirements/guidelines. Nearly half of the MAX Red Line Extension and Reliability Improvement project is being funded with local dollars as well as funding contributions from Metro (\$4M in STBG and \$4,946,372 from CMAQ.) The remaining portion of the project is funded through the FTA Capital Investment Grant (CIG) program.						
PROJECT NARRATIVE						
The MAX Red Line Extension and Reliability Improvement Project is comprised of two major components. On the westside, in Beaverton and the Hillsboro area, the project will extended the MEX Red Line its current terminus from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. On the eastside, at Gateway and at PDX Airport, the project will double track single track sections near Gateway/NE 99th Ave and at PDX Airport. The double track work includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new pedestrian and bike path to connect the existing and new platform, stations. The purchase of new light rail vehicles is included as part of the project to address the extension of service.						

EMISSIONS REDUCTIONS

The Metro transportation model and the EPA approved emissions model MOVES2014a are the primary tools used in the analysis of emissions benefits for the MAX Red Line Extension and Reliability Improvements Project. The transportation model provides forecast travel volumes for opening year conditions in a build and no-build scenario for the MAX Red Line Extension and Reliability Improvements. The travel demand model accounts for land use, population, and employment to inform and generate trips and vehicle miles traveled information by link. The information on the travel forecast volumes, estimated trip shifting, origin and destination, and other related modeled travel details are then used as inputs into the MOVES2014a emissions model to help determine the amount of air pollution produced (by individual pollutant) from mobile sources of emissions. The differences between a build and no-build scenario, which looks at mobile source emissions based on conditions of whether the project is built or not built, help to determine whether there is an emission reduction benefit as a result of the project. Further details regarding the transportation modeling and emissions analysis for the MAX Red Line Extension and Reliability Improvements Project can be found as part of the supplemental materials.

The results are modeled estimates of emissions reductions are for the MAX Red Line Extension and Reliability Improvements for the opening year of service (2024).

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.72	CO	18.74
NOx	2.41	PM10	N/A
PM2.5	N/A	CO2	N/A

Duration of PM10 & CO Benefit Permanent Years

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	May 5, 2021
	Name and Title		

Submit Completed Application to:

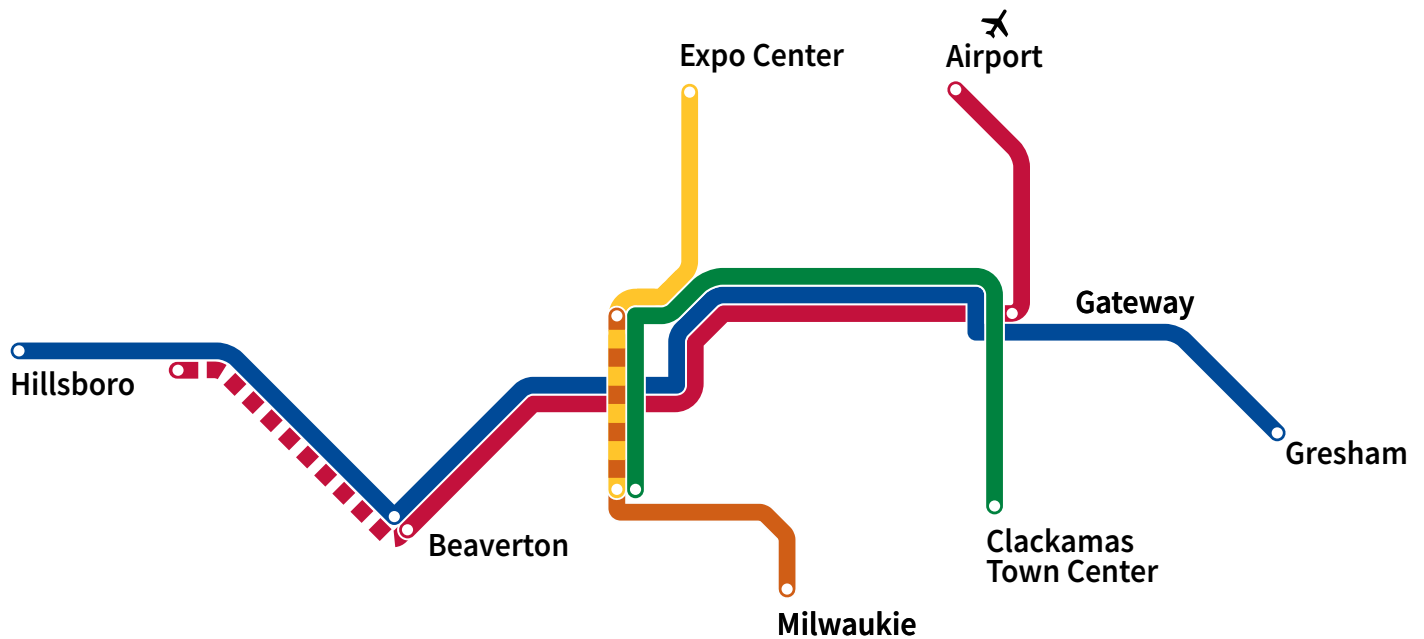
[E-mail: CMAQ@odot.state.or.us](mailto:CMAQ@odot.state.or.us) | [Subject Line: CMAQ \[Agency Name\] Application \[Year\]](#)

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/ Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			

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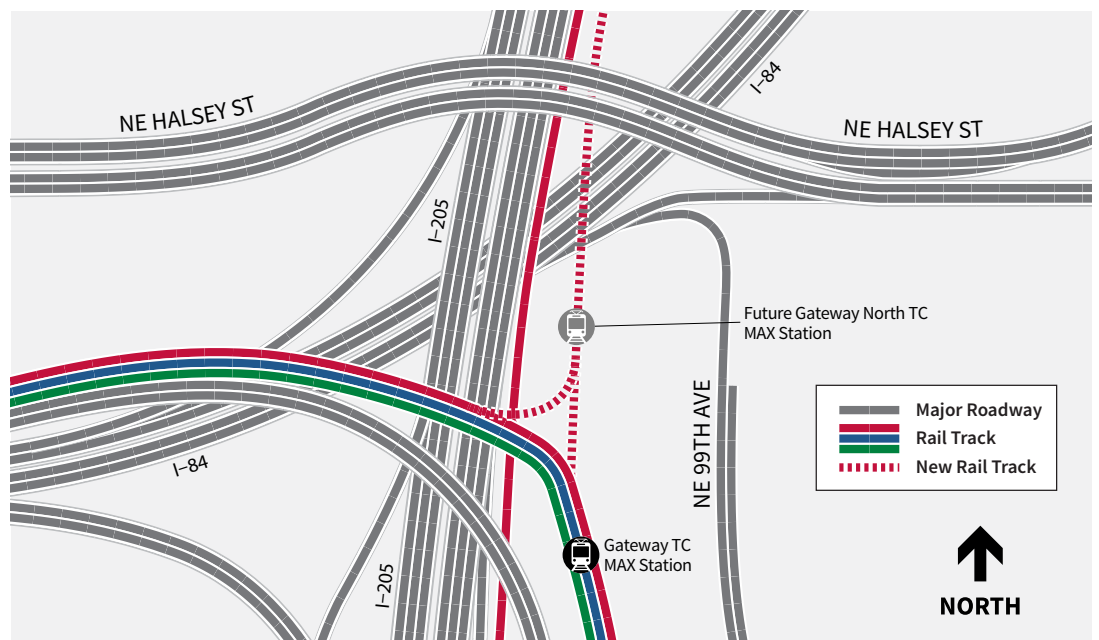
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Conceptual rendering subject to change



Two new bridges will be constructed to accommodate the second track:

- ▶ Spanning existing MAX track and I-205 Multi-Use Path adjacent to Gateway Green Park.
- ▶ Spanning Interstate 84 and Union Pacific Railroad tracks.

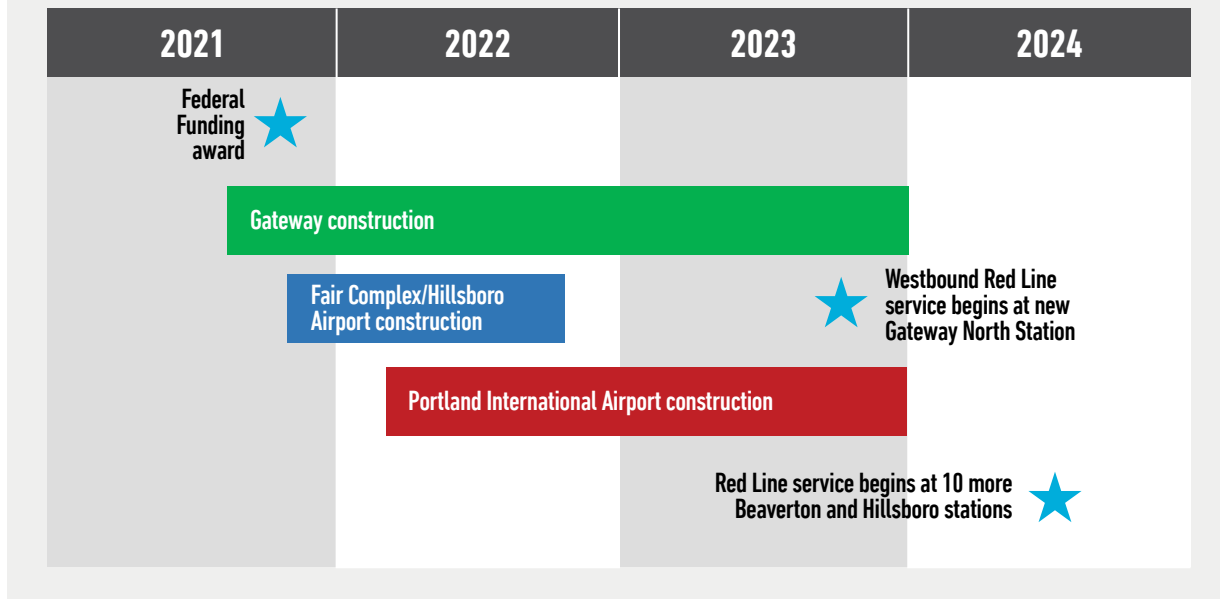
A new pathway will connect the new platform with the existing platforms and bus stops., and extend north on the new bridge over I-84, into Gateway Green Park.

At Portland International Airport

The second track will be constructed adjacent to the existing track, along with a new multi-use path between the MAX station and NE 82nd Way.



ESTIMATED PROJECT SCHEDULE



What to expect during construction

Construction information will be updated regularly at trimet.org/betterred. Some things to expect include:

- Closure of some Park & Ride spaces at Fair Complex/Hillsboro Airport Station and Gateway/NE 99th Ave Transit Center
- MAX service interruptions, with shuttle buses connecting stations
- Various lane closures, including nighttime lane closures on I-84
- Weekend closures of I-84
- Construction staging in a small portion of Gateway Green Park
- Short-term closure of I-205 Multi-Use Path adjacent to Gateway Green Park

- Daytime pile driving adjacent to I-84 at Gateway
- Nighttime and weekend construction activity

Economic benefits

In addition to extending MAX service and improving system reliability, the project is expected to create up to 1,200 jobs for the region. The project has a goal of awarding 19 percent of the design funding and 20 percent of the construction funding to Disadvantaged Business Enterprise (DBE) firms, supporting businesses owned by people of color and women.

Learn more at trimet.org/betterred/benefits

Contact

Questions about the Better Red project? Visit trimet.org/betterred to learn more. Or, call 503-962-2150. Email us: betterred@trimet.org.

Available in other formats

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<u>ODOT CMAQ Guidelines</u>			
PROJECT INFORMATION			
Project Title	MAX Red Line Extension		
MPO (if Applicable)	Metro	STIP #	20849
Agency (applicant)	TriMet		
Address	1800 SW 1 st Avenue, Suite 300, Portland, Oregon		
Primary Contact	David Unsworth		
Telephone	503-720-6091	Public-Private Partnership? Y/N	N
Email	unsworl@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	City of Portland (Portland Airport) to Fair Complex/Hillsboro Airport (Washington County)		
Project Delivery	Certified Agency: X SFLP (non MPO)____ ODOT Delivered____		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input checked="" type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: __Roadway, __Bikeway or Sidewalk, __X__Transit, __Other			
Non-Infrastructure Project includes: __Operating Assistance, __Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Functional Class: High Capacity Transit, Fixed Guideway – Light Rail	
Cross Streets, Termini: Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Total Length: Before extension: 20 miles After extension: 28 miles	

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development						
Design/ Engineering	FFY 2019, 2020 & 2021	\$4,000,000		\$14,184,000		\$18,184,000
Right of Way	FFY 2021	\$2,608.462		\$2,608,461		\$5,216,923
Construction	FFY 2021, 2022, 2023 & 2024	\$97,391,538	\$4,946,372 (FFY2022)	\$86,465,539		\$188,805,448
Operating Assistance (if applicable)						
Other						
Totals		\$103,999,999	\$4,946,372	\$103,258,000		\$212,204,371
Duration of Project Funding (Years): 4 years (opening in 2024) Expected first year of billing: FFY2021 (NOTE: detailed cost estimate as of late April 2021. Refinements to this estimate will get finalized in mid-May and will be included in the MTIP and STIP amendment to occur after approval)						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
The extension of the light rail and the operational realignment at the Gateway station are eligible activities under the federal and state CMAQ eligibility requirements/guidelines. Nearly half of the MAX Red Line Extension and Reliability Improvement project is being funded with local dollars as well as funding contributions from Metro (\$4M in STBG and \$4,946,372 from CMAQ.) The remaining portion of the project is funded through the FTA Capital Investment Grant (CIG) program.						
PROJECT NARRATIVE						
The MAX Red Line Extension and Reliability Improvement Project is comprised of two major components. On the westside, in Beaverton and the Hillsboro area, the project will extended the MEX Red Line its current terminus from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. On the eastside, at Gateway and at PDX Airport, the project will double track single track sections near Gateway/NE 99th Ave and at PDX Airport. The double track work includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new pedestrian and bike path to connect the existing and new platform, stations. The purchase of new light rail vehicles is included as part of the project to address the extension of service.						

EMISSIONS REDUCTIONS

The Metro transportation model and the EPA approved emissions model MOVES2014a are the primary tools used in the analysis of emissions benefits for the MAX Red Line Extension and Reliability Improvements Project. The transportation model provides forecast travel volumes for opening year conditions in a build and no-build scenario for the MAX Red Line Extension and Reliability Improvements. The travel demand model accounts for land use, population, and employment to inform and generate trips and vehicle miles traveled information by link. The information on the travel forecast volumes, estimated trip shifting, origin and destination, and other related modeled travel details are then used as inputs into the MOVES2014a emissions model to help determine the amount of air pollution produced (by individual pollutant) from mobile sources of emissions. The differences between a build and no-build scenario, which looks at mobile source emissions based on conditions of whether the project is built or not built, help to determine whether there is an emission reduction benefit as a result of the project. Further details regarding the transportation modeling and emissions analysis for the MAX Red Line Extension and Reliability Improvements Project can be found as part of the supplemental materials.

The results are modeled estimates of emissions reductions are for the MAX Red Line Extension and Reliability Improvements for the opening year of service (2024).

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.72	CO	18.74
NOx	2.41	PM10	N/A
PM2.5	N/A	CO2	N/A

Duration of PM10 & CO Benefit Permanent Years

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	May 5, 2021
	Name and Title		

Submit Completed Application to:

[E-mail: CMAQ@odot.state.or.us](mailto:CMAQ@odot.state.or.us) | [Subject Line: CMAQ \[Agency Name\] Application \[Year\]](#)

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/ Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			

4.2 Consideration of the May 20, 2021 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, June 17, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 20, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Jessica Vega Pederson
Nafisa Fai
Paul Savas
Jo Ann Hardesty
Travis Stovall
Steve Callaway
Kathy Hyzy
Rian Windsheimer
Sam Desue
Curtis Robinhold
Nina DeConcini
Carley Francis
Anne McEnerny-Ogle
Temple Lentz

AFFILIATION

Metro Council
Metro Council
Metro Council
Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Port of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
City of Vancouver
Clark County

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Chris Ford
Chris Warner
Jamie Kranz
JC Vannatta
Jef Dalin
Scott Langer
Ty Stober

AFFILIATION

Oregon Department of Transportation
Portland Department of Transportation
Cities of Multnomah County
TriMet
Cities of Washington County
Washington State Department of Transportation
City of Vancouver

OTHERS PRESENT: Allison Boyd, Bob Kellet, Brian Monberg, Dave Roth, Derek Bradley, Don Odermott, Erin Doyle, Gerk Kransky, Glen Bolen, Jamie Huff, Jamie Stasny, Jean Senechal Biggs, Jeff Gudman, Jeff Owen, Jennifer John, John Mermin, Kari Herinckx, Katherine Kelly, Kim McMillan, Kristin Hull, Mark Ottenad, Matt Ransom, Jules Walters, Mike Bezner, Rachel Dawson, Sarah Iannarone, Shoshana Cohen, Stephen Roberts

STAFF: Margi Bradway, Carrie MacLaren, Dan Kaempff, Tyler Frisbee, Kim Ellis, Elizabeth Mros-O'Hara, Kate Fagerholm, Ken Lobeck, Lake McTighe, Lisa Hunrichs, Ramona Perrault, Ted Leybold, Tom Kloster, Victor Sin, Connor Ayers, and Jaye Cromwell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:30 am.

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

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none.

3. UPDATES FROM THE CHAIR

Chair Craddick welcomed the newest JPACT member, Commissioner Nafisa Fai from Washinton County. She called on Councilor Juan Carlos Gonzalez to introduce Commissioner Fai to JPACT members.

Councilor Gonzalez welcomed Commissioner Fai and explained her experience and background in Washington County.

Chair Craddick informed members that a recording of the Congestion Pricing Study Expert Review Panel can be found at <https://www.oregonmetro.gov/regional-congestion-pricing-study>.

Chair Craddick asked Metro Staff Margi Bradway to read the names of those that have died in traffic accidents in Clackamas, Multnomah, and Washington Counties.

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

Jamie Pallviny-Brown, 43, Anthony L. Tolliver, 30, Stephanie Chambers, 52, Blaise McGuire, 21, Joe Tavera, 23, Eddy M. Kolb, 23, Yotty, 57, Thomas, 58, Josue Sanabria, 21, Oliver Sevin Frazier-Savoy, 24, Thomas Barron, 33, Faustino Jurado, Stephen Kelsey Looser, 66, Gabriel Cook, 46, and Richard LeRoy Russel, 84.

Chair Craddick shared that member updates have been moved to the end of the meeting and that the chat function had been activated.

4. **CONSENT AGENDA**

MOTION: Commissioner Paul Savas moved to remove item 4.1 from the consent agenda for discussion and accept items 4.2 and 4.3. Mayor Anne McEnerny-Ogle seconded the motion.

ACTION: With all in favor, motion passed.

Commissioner Savas pointed out that Resolution No. 21-5156 contains text that implies that the current transportation system is already well balanced, despite major gaps in some areas.

Ms. Bradway thanked Commissioner Savas for his comment and agreed that the language could be read to infer that a well-balanced system already exists. She noted that the UPWP is federally mandated and on a deadline, which meant that delaying the resolution could mean missing the deadline.

Commissioner Savas brought attention to a later part of the document that explained the relationship between JPACT and the Metro Council which said that JPACT is the MPO board. He noted that this is not entirely clear earlier in the document and stated that he would not be able to support the document as it is currently written.

Mayor Steve Callaway asked if Commissioner Savas had any suggestions for changes. He suggested that new language could be approved today by the group and that way a federal deadline would not be missed.

Commissioner Savas suggested making clear the relationship between JPACT and the Metro Council on page 14 and page 65 and to make clear that a well-balanced regional transportation system is the goal, not the current reality.

Ms. Bradway agreed to add clarification to the UPWP.

MOTION: Commissioner Savas moved to approve item 4.1 with the recommended changes. Commissioner Jo Ann Hardesty seconded.

ACTION: With all in favor, motion passed.

5. **INFORMATION AND DISCUSSION ITEMS**

5.1 JPACT Federal Policy Discussion

Chair Craddick introduced Metro Staff Tyler Frisbee to present on the JPACT federal policy.

Key elements of the presentation included:

Ms. Frisbee began by going over what is known about the federal landscape in terms of transportation. She noted that the Portland region has a long history of working together which gives the region a strong start. She explained why a federal policy agenda makes the region stronger and gets it more resources. She went over the JPACT policy principles which started with robustly funding multimodal transportation projects and transportation planning. She noted that in this agenda there is a decreased focus on a gas tax, reflecting a decreased interest in it at the federal level. The second policy principle is to use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system. The third policy principle is to ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy. The fourth principle is to invest locally and support local engagement, direction, and planning of the transportation system. The fifth principle is to improve transit access and impact, and help build more transit projects across the country. She concluded by going over the next steps which included JPACT approval, congressional action, and congressional JPACT briefings.

Member discussion included:

Commissioner Jo Ann Hardesty discussed the use of “people of color” in the document and how it can result in overlooking Black/Indigenous people. She suggested using terms like Black, Indigenous, and Latinx instead. She also expressed a desire to see stronger language around funding for apprenticeship and workforce training.

Ms. Frisbee thanked Commissioner Hardesty and agreed to work with Metro staff to strengthen the language of the document.

Commissioner Savas expressed appreciation for staff work done on the document. He

expressed a desire for including language about creating a balanced regional transportation system in the federal policy document.

Ms. Frisbee noted that they do speak about the need for a robust system, but could add language about striving for a more balanced system.

Commissioner Savas emphasized focusing on suburban areas and increasing ridership in those areas.

Councilor Kathy Hyzy asked for stronger language around dealing with greenhouse gas emissions. She also expressed concern for encouraging people to forgo their cars and emphasized that the job of elected officials is to support the systems that make it easy for people to forgo driving.

Mayor Travis Stovall expressed support for the policy. He discussed how the words equity and inclusion need to be executed. He noted that his area is extremely diverse but also disproportionately poor. He emphasized the need for investment in a complete system in areas that have been historically underfunded.

Mayor Callaway asked if there are new ideas to generate funding that could be included in the policy. He suggested including more measurements for pollution caused by vehicles. He asked for clarification on what is meant by racial justice analysis on tolling and pricing in the national freight highway system.

Ms. Frisbee agreed to follow up with Mayor Callaway and questions in the chat after the meeting due to time.

Chair Craddick clarified that while they would not be taking a formal vote today, she wanted to check in on how members generally feel about the proposed policy priorities. Rian Windsheimer stated in the chat he would abstain from expressing an opinion on the policy objectives so that it does not appear that ODOT is prioritizing the policy views of one MPO area over others. Other members expressed support for the policy priorities with included feedback.

5.2 RFFA 2025-27 Program Direction – Discussion

Chair Craddick introduced Metro Staff Daniel Kaempff to present on the RFFA process.

Key elements of the presentation included:

Mr. Kaempff explained that he would be briefing members on updates to the RFFA program direction and asking for input from JPACT members. He gave an overview of the year and a half long process timeline. He explained that the program direction is a statement of intent to target regional funds to achieve regional priorities. During the first of three RFFA workshops, the team solicited feedback from staff, officials, and community members on how the funds should be used. The Transportation Policy Alternatives Committee (TPAC) supported eliminating the predetermined split of funds between freight (25%) and active transportation (75%). He explained that the Regional Transportation Plan (RTP) gives no prioritization between safety, equity, climate, and congestion. One piece of feedback that was heard was demonstrating the economic value of projects that focus on RTP priorities when selecting projects. He discussed how TriMet recommended enhanced transit corridors (Better Bus) in Step 2. He concluded by reviewing the next steps of bringing a draft Program Direction to TPAC for recommendation, presenting the TPAC recommendation at the July JPACT meeting, and having the Metro Council adopt in July or August.

Member discussion included:

Chair Craddick announced that due to time, agenda item 5.3 would be moved to the next JPACT meeting to allow for a full discussion of both topics.

Commissioner Savas referred to TriMet's recommendation and noted that while he recognizes the need for safety improvements in areas, there is also a need for investment in areas that lack transportation in the first place.

Mr. Windsheimer noted that safety concerns are important and even with additional ODOT funding there is not enough. He expressed a desire for a set aside to improve safety in the region.

Mr. Kaempff noted that safety is an RTP priority. He stated that if the desire is there, money could be set aside for safety.

Councilor Hyzy shared that at C4 there was some support for including consideration of economic benefit when looking at projects. She noted that this is one of the few funds for active transportation projects and expressed concern that focusing economic impact could unduly favor freight projects. She also discussed how there needs to be more investment in the region's active transportation system.

Commissioner Hardesty agreed with Councilor Hyzy and expressed concern that TriMet may not have the same safety priorities as the City of Portland. She cautioned being careful about what kind of safety improvements are funded.

Director Sam Desue assured Commissioner Hardesty that TriMet would be on the same page as the City of Portland when it comes to safety and that he would reach out to her.

Mr. Kaempff discussed how Mr. Windsheimer's suggestion could be discussed at TPAC.

Councilor Lewis noted that time constraints have resulted in agenda items being cut short or pushed back. She discussed the possibility of extending the JPACT meetings to two hours long.

Chair Craddick agreed and pointed out that JPACT has federal deadlines that it is obligated to meet.

Ms. Bradway suggested sending out a survey to members on their preference for extending the meeting time.

6. UPDATES FROM JPACT MEMBERS

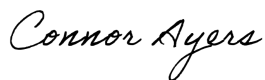
Commissioner Savas shared that Clackamas County had recently approved its Transit Development Plan which identified areas that are underserved in transit. He urged the group to focus more on areas without transit. He suggested a region wide level of service study transit gaps in the region. He noted that increasing transit could help the region attain climate goals.

Mr. Windsheimer noted that the Oregon Transportation Commission had approved \$10 million for improving safety statewide.

7. AJOURN

Chair Craddick adjourned the meeting at 8:54 am.

Respectfully Submitted,



Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 20, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	05/20/21	April Traffic Fatalities	052021j-01
5.1	Presentation	05/20/21	JPACT Federal Policy Presentation	052021j-02
5.2	Presentation	05/20/21	RFFA 2025-27 Presentation	052021j-03

**5.1 Regional Mobility Policy Update – Continue
discussion of draft mobility policy elements and
potential measures to test**

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, June 17, 2021

Memo

Date: June 3, 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 continue discussion of the key policy elements and most promising measures identified to date for testing.

In June, staff will report back on stakeholder feedback received on the elements and measures. In July, staff will seek JPACT direction on testing potential elements and measures through case studies during the summer.

POLICY QUESTIONS FOR DISCUSSION

[See Attachment 1](#)

Thinking about the different ways that people travel and goods move in our region:

1. Are the elements identified the most important elements of mobility to include in an updated state and regional mobility policy for the Portland region? Anything missing?
2. Do any of the measures stand out as being especially important to measuring mobility? Anything missing?
3. Which mobility elements and measures are most important in these different contexts:
 - downtowns and other mixed-use areas
 - industrial areas
 - major urban travel corridors (e.g., McLoughlin Blvd., 82nd Ave., Tualatin Valley Highway)
 - throughways (I-5, I-205, I-84, US 26, OR 217)?

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.

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 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.

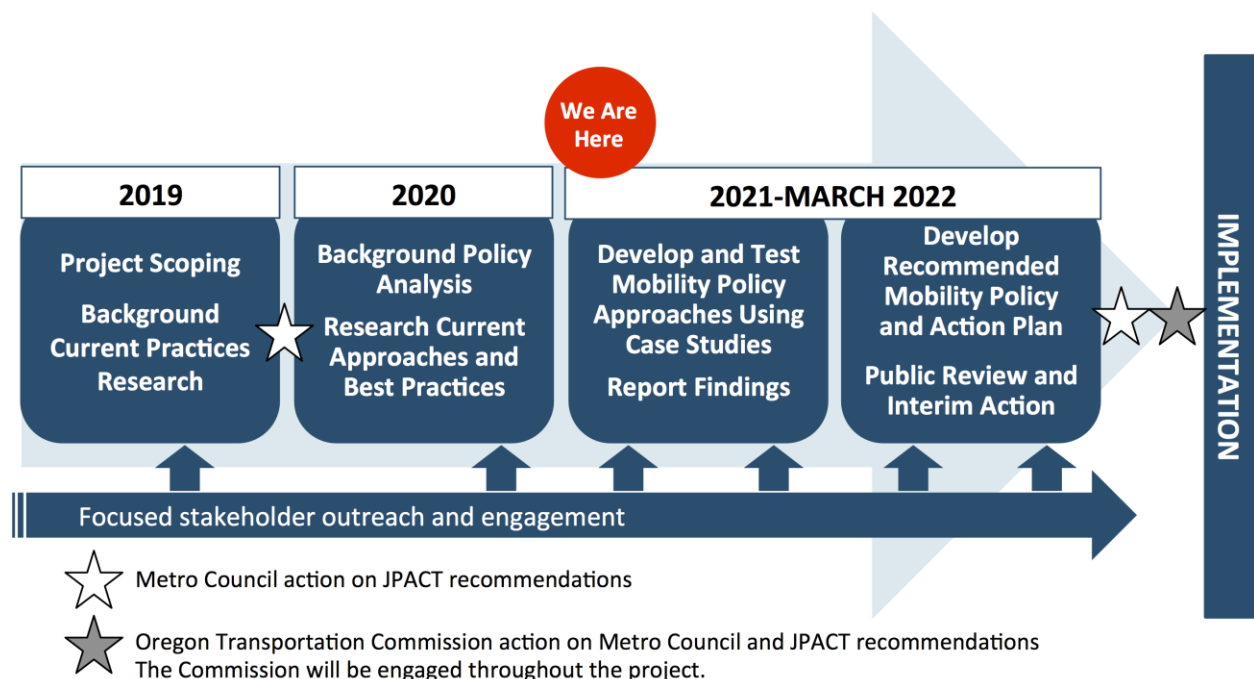
The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, ODOT agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018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



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

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 3** for the project objectives adopted in the work plan by JPACT and the Metro Council in 2019 with MPAC support.

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.
- 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



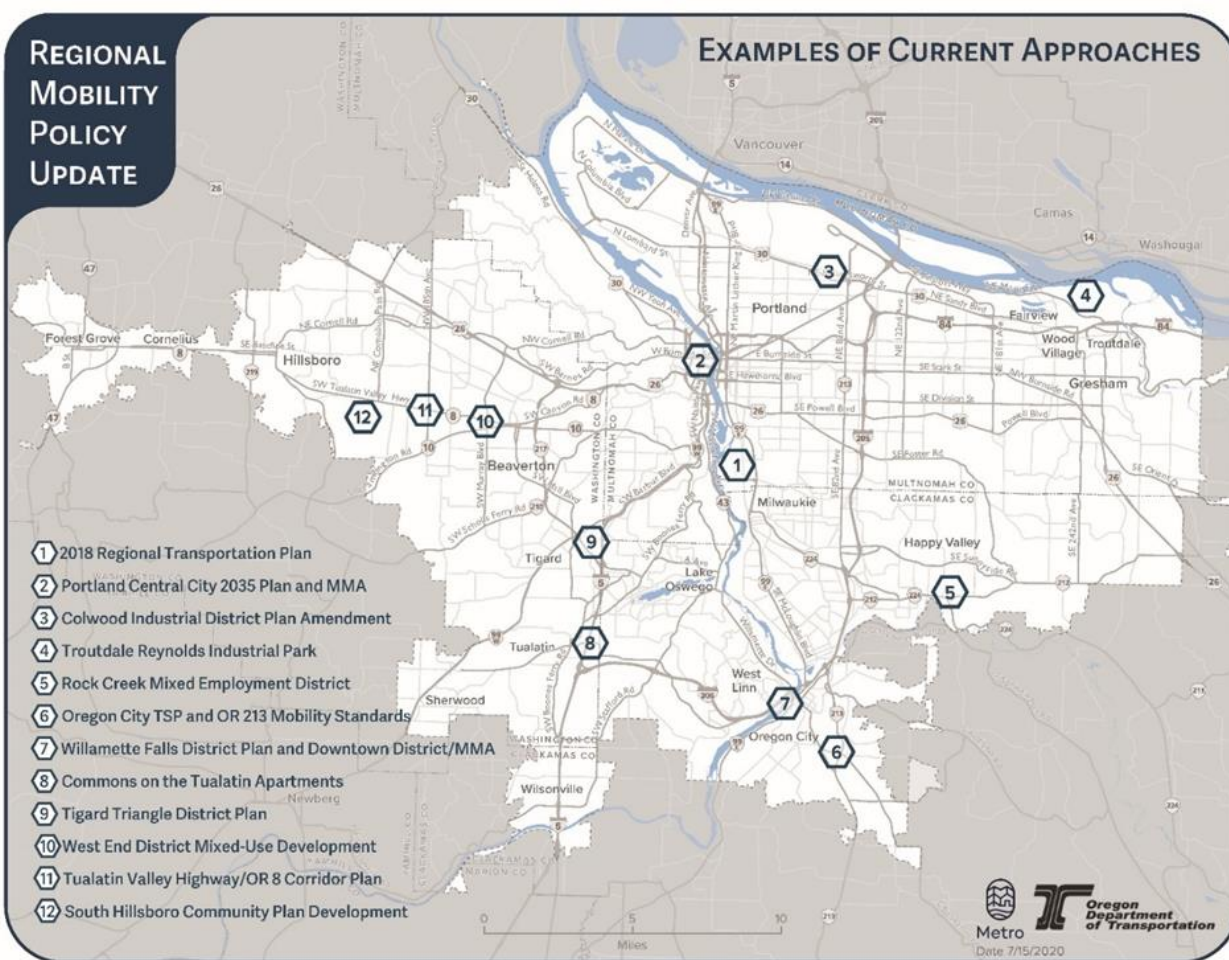
The research found the v/c ratio is more strictly applied as we move from system planning to plan amendments to development review to project design. It is a target in system plans and but often used as a standard in the other three applications.

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



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



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

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.
- **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:

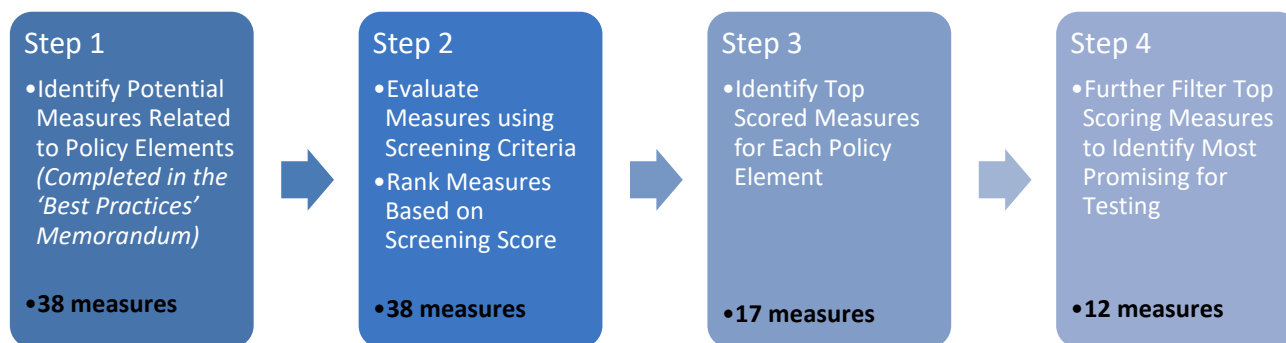
Potential Mobility Policy Elements

- **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

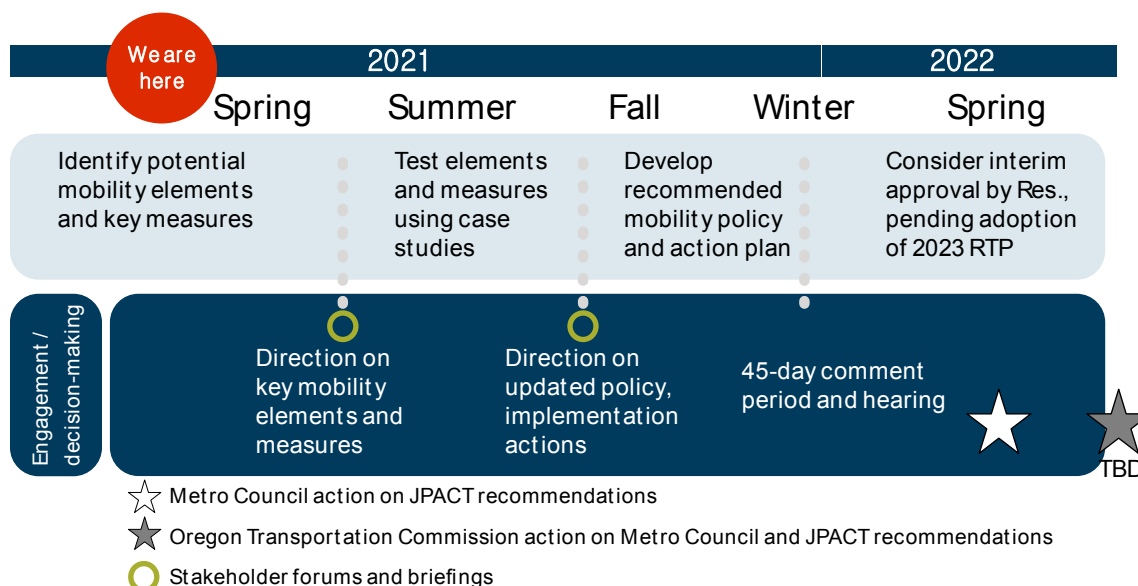


Attachment 1 summarizes the potential mobility policy elements and most promising measures identified for testing that will be the focus of upcoming engagement activities. The most promising measures from this screening process are in order from highest to lowest screening score. A separate memo (and supporting appendices) documenting each step of the screening process is available on the [project website](#).

NEXT STEPS

As shown in **Figure 5** and **Attachment 2**, throughout April and June, Metro and ODOT will engage regional advisory committees, 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.

Figure 5: Key Engagement Opportunities



June –July 2021 – 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 to be further evaluated and tested through case studies. In June, staff will report back on stakeholder feedback received on the elements and measures. In July, staff will seek JPACT and Metro Council direction on testing potential elements and measures through case studies during the summer.

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

Summer 2021 – 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 planning-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.

Fall 2021 – 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.

Jan. – March 2022 – 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 in early 2022, 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.

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

Attachments

Attachment 1. Potential Mobility Policy Elements and Most Promising Performance Measures for Testing

Attachment 2. Stakeholder and Public Engagement - Spring 2021

Attachment 3. Project Objectives



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 being considered for testing through case studies. 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. 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.

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, listed in order from highest to lowest screening score. 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.

ID	Measure	Definition	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)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.	●			○	All modes	●	●	●
13B	Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.	●	○		●	Bike, Pedestrian	●	●	●
15	Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.	●	●		●	Pedestrian	●	●	●
24	System Completeness	The percent of planned facilities that are built within a specified network	●	○		○	All modes	●	●	●
27	Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.			○	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.	●	○	○		All modes	●	●	●
10	Hours of Congestion/ Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility’s congestion target is exceeded.		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)	Indicators of congestion severity that assess on-time arrival and travel time variability.		○	●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area’s population.	○	●		○	Vehicle, Freight, Transit	●	●	●
28	Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.		●			All modes	●	●	●
38	V/C for Roadway Links	The ratio of traffic volume to the capacity of a roadway link during a specified analysis period.		●	○		Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections	The ratio of traffic volume to the capacity of an Intersection during a specified analysis period.		●	○		Vehicle, Freight	●	●	●

● = direct measure ○ = indirect 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



REGIONAL MOBILITY POLICY UPDATE

2021 SPRING ENGAGEMENT SCHEDULE

Dates are subject to change pending availability of agenda time.



Metro Council and Regional Committees

Who	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 from April to June
Stakeholder Forums	
JPACT	June 17
TPAC/MTAC Workshop	June 23
TPAC (recommendation to JPACT)	July 9
JPACT (recommendation to Metro Council)	July 15
Metro Council (<i>requested</i>)	July 20 or 27

County Coordinating Committees

Who	Date
Clackamas County TAC	April 27
East Multnomah County Transportation Committee TAC	May 5
Washington County Coordinating Committee TAC	May 6
East Multnomah County Transportation Committee (policy)	May 17
Clackamas County C-4 subcommittee (policy)	May 19
Washington County Coordinating Committee (policy)	June 14

Stakeholder Forums

Who	Date
Practitioner Forum 1*	April 21, 10 a.m. - noon
Freight and Goods Forum	April 23, 9 - 11 a.m.
Practitioner Forum 2*	April 30, 9 - 11 a.m.
Community Leaders Forum	May 14, 9 - 11 a.m.

* 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.



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.

5.2 Regional Congestion Pricing Study Discussion

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, June 17, 2021

Date: June 17, 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

Provide JPACT an update on the Regional Congestion Pricing Study (RCPS) key findings, provide a summary of key takeaways from the Congestion Pricing Expert Review Panel, and share draft recommendations for policy makers and future owners and operators to consider based on the study findings.

The study findings and recommended considerations will be included in the RCPS final report and will be presented in a resolution to JPACT and Metro Council for acceptance in July.

Request to JPACT

Provide input and comment on the congestion pricing updated findings and draft recommended considerations for policy makers and future owners/operators based on the findings.

Background

The RCPS evaluated the performance of different pricing concepts by testing a series of modeling scenarios and documenting research and feedback from experts in the field. The study evaluated congestion pricing as a tool to accomplish the four primary regional transportation 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 evaluated four different pricing concepts:

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

This analysis is intended to provide a foundational understanding of how congestion pricing tools could perform within our region's land use and transportation system. Updated findings and draft recommended considerations are presented below for discussion. TPAC, JPACT, and Metro Council feedback will be used to update the findings and DRAFT recommendations.

New Information and Updated Key Findings

Expert Review Panel

Metro engaged congestion pricing experts with extensive experience in policy, project and program development, implementation, equity considerations, funding, legal considerations, and political and public acceptance to review the RCPS, culminating in an Expert Review Panel webinar held on April 22, 2021. Panelists included Clarrissa Cabansagan from TransForm, Daniel Firth from C40, Rachel Hiatt from San Francisco County Transportation Authority, Sam Schwartz from Sam Schwartz Engineering, and Chris Tomlinson from the Georgia Regional Transportation Authority and the Atlanta-Region Transit Link Authority.

The panel reviewed and commented on the study methodology and findings and shared lessons learned from their extensive work around the world: in San Francisco and the Bay Area, Vancouver, B.C., Atlanta, New York City, Stockholm, and London, among other locations. The webinar was moderated by Jennifer Wieland, Managing Director at Nelson\Nygaard, and attracted approximately 120 viewers. The recording of the webinar is available on the project webpage at www.oregonmetro.gov/regional-congestion-pricing-study

Expert Review Panel Key Takeaways

There were several highlights from the panel's independent review of Metro's work, and from the webinar discussion:

- **Sound methods:** The panel found the methods used in the RCPS study to be sound, logical, and consistent with other places that have implemented congestion pricing.
- **Consistent findings:** The panel found the findings from the study to be consistent with their experiences with congestion pricing projects' performance elsewhere.
- **Implementation based on project purpose:** The panel advised project implementers to take the time up front to confirm the project purpose, and then focus on fulfilling that purpose, with an understanding that the design of a congestion pricing program could vary depending on the purpose it is being designed for.
- **Importance of Equity:** The panel discussed the critical importance of centering equity, and the very real and unintended consequences that can arise from not doing so.
- **Need for diverse outreach:** The panel recommended reaching out broadly to all stakeholders – and recognizing the diversity of different stakeholder groups – understanding that not all groups will be supportive, and that public acceptance of the effort will change over time.
- **Place-based strategies needed:** The panel talked about the differences between congestion pricing and transit-oriented development in urban, suburban, and rural contexts. Every place is unique, and it is critically important to customize the pricing program to meet a region's unique needs. That said, pricing has been shown to be successful in all types of settings at improving mobility and addressing other priorities.

Updated Summary of Key Findings

Context

We have augmented the key findings that we shared with JPACT at the April meeting to include some additional findings based on research and analysis on implementation and equity considerations, as well as input from our experts in pricing and equity.

A proposed project would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that mitigate concerns. The RCPS findings are NOT iterative and do not address the concerns revealed. Rather, they point to areas for project owners/operators to keep in mind when developing a pricing project.

Updated Big Picture Findings from the Modeled Scenarios and Research

All four types of pricing would 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. (Roadway A has a small increase).

- The projected improvements are comparable to or exceed those of 2018 RTP model scenarios (even those RTP scenarios with much higher investments in transportation projects).

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.

- Higher overall transportation costs equal higher transportation revenues. Revenues must be high enough to:
 - pay for implementation and operation of a program/project
 - address equity and safety impacts that may be introduced
- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also have the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers and result in the highest revenues.
- While congestion pricing may introduce new complexities, our current transportation funding system will not achieve the region's urgent climate and equity goals. Current funding and spending structures are regressive and reinforce inequity. In addition, the gas tax does not generate enough money to pay for planned projects.

Implementation considerations vary by the type of congestion pricing.

- Implementing a pricing tool depends on technical tools available, need for enforcement, public acceptance, governance structures/policies/legal considerations, ease of use, equity considerations, and financial feasibility.
- Parking pricing is the easiest to implement based on today's technology and infrastructure.
- VMT, roadway pricing, and cordon pricing are complicated by the complexity of tolling authority and potentially multiple jurisdictions involved.
- Technology infrastructure costs are highest for roadway pricing.
- Implementing pricing to maximize performance and to address equity and safety requires detailed analysis to understand who/where the benefits and costs occur.
- As modeled, the revenue potential for the different congestion pricing types is by far the highest for vehicle miles traveled scenarios, then roadway scenarios at about half that amount, followed by Cordon and Parking scenarios at about half of the Roadway scenarios.

Equity can be built in Congestion Pricing Program

- The current transportation funding system results in inequity.
- How a congestion pricing program is designed is the number one determinant of whether it can improve equity. For example, the same project charging \$1.00 per mile to drive on a roadway during rush hour can either improve or reduce equity depending on the project parameters.
- Pricing programs can improve equity in three ways:
 - Building affordability into the program
 - Provide discounts or exemptions for key groups

- Focusing revenue on equity outcomes
 - Invest in key neighborhoods or roadways
 - Focus on transit, sidewalks, bike lanes
 - Invest in senior and disabled services
- Targeting pricing benefits to key locations
 - Mobility improvements and air quality

Attachment 2: Updated Summary of Key Findings provides more detail on findings by modeled scenario and pricing type. It includes some additions to the findings shared in April with JPACT and a table comparing performance by RTP priorities.

Considerations for Policy Makers and Future Owners/Operators

The RCPS report will include recommended considerations based on the technical analysis, research, best practices, and feedback from congestion pricing and equity experts, as well as TPAC, JPACT, and Metro Council. The following recommended considerations are for JPACT discussion and comment at the June meeting.

DRAFT Summary of Recommended Considerations

For Policy Makers

- Congestion pricing has been used in multiple cities to improve mobility and reduce emissions. Our study demonstrated how these tools could work in the Greater Portland Region with our land use and transportation system.
- Congestion pricing has a strong potential to help the Greater Portland Region meet the priorities outlined in its 2018 Regional Transportation Plan, specifically addressing congestion and mobility; climate; equity; and safety.
 - Technical analysis showed that all four types of pricing analyzed improved performance in these categories
 - Best practices research and input from experts showed there are tools for maximizing performance and addressing unintended consequences.
- Further policy development and refinement of the findings and recommendations should be incorporated into the update of the Regional Transportation Plan in 2023.
- Clarity around the goals and outcomes desired by the region and implementing agencies is essential from the beginning of any congestion pricing effort.
 - Optimizing for one priority or another could lead to different outcomes. Meaning, optimizing for mobility, for revenues, for equity could lead to the selection of a different program design or even a different type of pricing strategy.
- Carefully consider the specifics of how the benefits and costs of congestion pricing impact different geographic and demographic groups.
- Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. Similarly, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices.
- Conversations around congestion pricing costs, revenues, and reinvestment decisions should happen at a local and **regional scale** and address both local and regional priorities as pricing programs have benefits and impacts across the region.

For Future Project Owners/Operators

- Congestion pricing has been shown to address issues of mobility, greenhouse gas emissions, equity, and safety where it has been applied.
- Clarity around goals and outcomes desired at the beginning of a project is essential to the success of achieving them. Optimizing for one priority over another can lead to different outcomes.
- The success of a project or program is largely based on “how” it is developed and implemented.
- Methodology is important – analysis needs to be detailed to understand how to:
 - maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety) and
 - address unintended consequences (diversion and related congestion on nearby routes, slowing of buses; potential safety issues, and equity issues).
- Meaningful engagement and an extensive outreach campaign is required to develop a project that works and will gain public and political acceptance.
- A pricing project should build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding “mitigations” later.
- Ongoing monitoring of performance is necessary to adjust and optimize a program once implemented.

Questions for JPACT

- What questions do JPACT members have regarding updated findings?
- What questions or comments do you have about the draft recommendations?
- Are there specific areas where you want more information?

Next Steps

Staff will incorporate feedback from the TPAC, JPACT, and Metro Council on the findings and Discussion Draft Recommendations for Consideration to complete the RCPS report. (A draft report will be sent to TPAC for comment in June.) In July, staff will ask JPACT and Metro Council to accept the report findings and recommendations with a resolution. A final report will be released following acceptance.

Table 1: Regional Congestion Pricing Study Schedule

Activity	Timeframe
<i>Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff</i>	<i>April 2021 - Completed</i>
<i>Share draft findings with regional leadership</i> <ul style="list-style-type: none">• <i>Metro Council Briefing</i>• <i>JPACT Briefing</i>	<i>April 15, 2021 - Completed</i>
<i>Expert Review Panel Discussion</i> <ul style="list-style-type: none">• <i>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</i>	<i>April 22, 2021 - Completed</i>
Revise/incorporate feedback and refine analysis with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with DRAFT Report and DRAFT findings and Recommendations for discussion <ul style="list-style-type: none">• <i>TPAC presentation --June 4, 2021</i>• <i>JPACT presentation-- June 17, 2021</i>• <i>Metro Council presentation--June 22, 2021</i>	May - June 2021

Activity	Timeframe
Staff revises/incorporates feedback and creates final report and resolution reflecting input from TPAC, JPACT, and Metro Council.	June 2021
Metro Council and JPACT accept the final report and adopt a resolution on the findings. <ul style="list-style-type: none"> JPACT meeting--July 15 ,2021 Metro Council meeting--July 22, 2021 	July 2021
Release final regional congestion pricing report	July 2021

Attachments:

Attachment 1: Updated Summary of Key Findings

Metro Regional Congestion Pricing Study

MODELING AND RESEARCH RESULTS – 06/03/21 FINDINGS

Key Takeaways

<p>VMTB –charge per mile driven</p> <ol style="list-style-type: none"> 1. Approximately 1.3 times the cost of driving in Base. 2. Improvements on all modeled performance measures. 3. VMTB shows impacts to driver behavior at a region-wide scale. <ol style="list-style-type: none"> 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 shared by all drivers. 5. Combines high increase in travel costs with low improvement in auto jobs access in some outer areas (many Equity Focus Areasⁱ). 6. VMT scenarios had the highest revenue potential and could build on OReGO as a pilot trial project. 	<p>VMTC – higher charge per mile driven</p> <ol style="list-style-type: none"> 1. Approximately 1.6 times the cost of driving in Base. 2. Even more improvement on all modeled performance measures than with VMTB. 3. VMTC shows a very substantial impact to driver behavior at a region-wide scale. <ol style="list-style-type: none"> 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 some outer areas (many Equity Focus Areasⁱ). 6. VMT scenarios had the highest revenue potential and could build on OReGO as a pilot trial project.
<p>CordonA – drivers charged to enter an area</p> <ol style="list-style-type: none"> 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 (esp. on throughways near downtown Portland) as drivers avoiding paying toll shift to freeways and arterials adjacent to cordon. 5. Jobs access decreases via auto, improves slightly 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 as is revenue potential. Charge applies only to those entering the cordon. 8. Highest travel costs occur to people living outside, but near the cordon. 	<p>CordonB – drivers charged to enter larger area</p> <ol style="list-style-type: none"> 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 (esp. on throughways near downtown Portland) as drivers avoiding paying toll 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 as is revenue potential. Charge applies only to those entering the cordon. 8. Highest travel costs occur to people living outside, but near the cordon.

<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. Charges range from \$0.16 to \$16.32 per trip. Revenue generation is low. 6. Easiest to implement of all pricing types. Can be done by individual jurisdictions with existing collections infrastructure. 	<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. Charges range from \$0.32 to \$32.60 per trip. Revenue generation is low. 6. Easiest to implement of all pricing types. Can be done by individual jurisdictions with existing collections infrastructure.
<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. 7. Roadway pricing enforcement can be difficult. Works best on limited access roadways. 	<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. 6. People living near freeways tend to pay higher costs. 7. Roadway pricing enforcement can be difficult. Works best on limited access roadways.

Metro Regional Congestion Pricing Study
Updated Summary of Key Findings 6/03/21

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, though Roadway A results in a small 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 (and conversely revenues) 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 Updated Summary of Key Findings 06/03/21

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\$

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

5.3 TSMO Strategy – Vision and Goals

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, June 17, 2021



Portland Metro Region



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Thursday, June 3, 2021
To: JPACT and Interested Parties
Cc: Margi Bradway and Ted Leybold, Metro
From: Caleb Winter, Metro; Kate Freitag and Scott Turnoy, ODOT
Subject: Vision and Goals and Objectives for the 2021 Transportation System Management & Operations Strategy Update

The purpose of this memo is to update JPACT on the vision, goals and objectives developed to guide an update of the region's Transportation System Management and Operations Strategy (2021 TSMO Strategy).

What is TSMO and what will an updated TSMO Strategy do for the region? TSMO provides alternative, innovative, and cost-effective solutions to address increasing demands on transportation infrastructure through improving the management and operations of the system. These solutions enhance other capacity related projects and the existing infrastructure, extending the life of major capital investments. An updated strategy will bring agencies across greater Portland together, to deploy promising technologies and improve coordination to advance a safer and more equitable, reliable, climate-friendly transportation system.

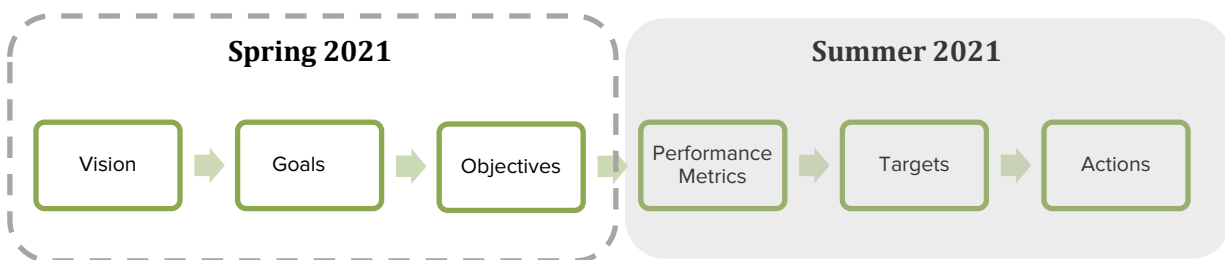
Communities across the greater Portland area are striving to provide everyone with safe, reliable, healthy and affordable ways to get where they need to go. One way to advance these goals is to better manage and operate the existing roads and transit system through a regional TSMO Strategy. The actions that historically went into the TSMO Strategy include things like smarter signal timing, coordinated traffic incident response, traveler information and electronic road signs to actively manage corridors for changing traffic conditions.

For the last 10 years, the 2010-2020 Regional TSMO strategy guided cities, counties, TriMet and the Oregon Department of Transportation in making coordinated TSMO investments. Since the last plan, much has changed in technology, in the way people get around and in the greater Portland region. Metro and ODOT are working with regional partners to update a TSMO strategy that looks forward to the next 10 years.

The first task of the TSMO Strategy was to bring an equity focus to the update. Metro DEI staff, Fehr & Peers consultants and leaders of Community Based Organizations

helped develop a racial equity assessment tool for TSMO called the Equity Tree (attached). Starting at the roots, the assessment begins with seeking an understanding of the context, choices and voices that define a problem experienced on the transportation system. A series of connecting branches asks specific questions to arrive at an equity-focused solution, and then evaluate and be accountable to the result.

The equity focus informed the region's TSMO vision, goals and objectives. The **vision** is an aspirational statement of what is achievable, and **six goals** provide strategic direction. The rest of this memo shares our progress following the vision and goals to draft objectives, putting us at the mid-point in the planning process.



Before presenting the vision and goals, it is important to highlight the input gathered during the first Stakeholder Advisory Committee (SAC) workshop that was used to inform and draft them. During the meeting, committee members were asked to share what components of the existing transportation system the Strategy should protect, what it should create, and what it should avoid. Input provided during the workshop resulted in the identification of four themes that the vision and goals should address:

- **Equity:** all people can travel and all voices are heard
- **Safety:** all people can travel without harm
- **Access and Choice:** all people can access and choose different modes when traveling
- **Coordination and Collaboration:** continued communication across agencies and state lines, within agency departments, and with the public

2021 TSMO Strategy Vision

Following the SAC workshop, several vision statements were developed for consideration by the Project Management Team (PMT). Collaboration with the PMT, resulted in this shared vision:



Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by people of color and historically marginalized communities.



2021 TSMO Strategy Goals

Listening to input, Fehr & Peers developed six goals to provide broad strategic direction for what TSMO stakeholders are trying to achieve through investments and collaboration. The goal themes and statements presented in **Table 1** were drafted to advance the vision for the 2021 TSMO Strategy. The table shows how they align with other regional plans, contributing to consistent policy within the region and state. Two goals, **Eliminate Disparities** and **Plan for the Future** were not part of the 2010-2020 TSMO Plan; however, they are supported by the State's Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) and/or the 2018 Regional Transportation Plan (RTP). See Goals on Table 1, next page.

Table 1. Draft Goals

2021 TSMO Strategy Goals	Similar Goals	2018 RTP Pillar
Free from Harm: Create a transportation system where all users are free from harm.	<ul style="list-style-type: none"> • 2010 TSMO Plan • Metro RTP • ODOT OTP 	<ul style="list-style-type: none"> • Safety & Equity
Regional Partnerships/Collaboration: Collaborate as effective stewards of the transportation system.	<ul style="list-style-type: none"> • 2010 TSMO Plan • Metro RTP • ODOT OTP 	<ul style="list-style-type: none"> • Accountability, Safety, & Reliability
Eliminate Disparities: Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	<ul style="list-style-type: none"> • Metro RTP 	<ul style="list-style-type: none"> • Equity
Connected Travel Choices: Connect all people to the goods, services, and destinations they need through a variety of travel choices.	<ul style="list-style-type: none"> • Metro RTP • ODOT OTP • ODOT OHP 	<ul style="list-style-type: none"> • Congestion & Climate
Reliable Travel Choices: Provide a transportation system that is reliable for all users.	<ul style="list-style-type: none"> • 2010 TSMO Plan • Metro RTP • ODOT OHP 	<ul style="list-style-type: none"> • Reliability & Congestion
Prepare for Change: Manage the system to be agile in the face of growth, disruptions, and changing technology.	<ul style="list-style-type: none"> • Metro RTP • ODOT OTP 	<ul style="list-style-type: none"> • Climate & Resilience

2021 TSMO Strategy Draft Objectives

To initiate development of objectives for the 2021 TSMO Strategy, Fehr & Peers compiled existing objectives and policies documented in regional and statewide plans that aligned with the six goals developed for the strategy update. Plans reviewed include:

- 2010-2020 Regional TSMO Plan (Metro)
- 2018 Regional Transportation Plan (Metro)
- Oregon Transportation Plan (ODOT, 2006)
- Oregon Highway Plan (ODOT, 1999)

This review of other regional and statewide plans served as a source of example policies and facilitated a comparison between existing policy and objectives to confirm that objectives being developed for the 2021 TSMO Strategy contribute to consistent policy within the region and state. The tables at the end of this memo provide a crosswalk from 2021 TSMO Strategy Goals to existing policies within currently adopted TSMO (Table 2), 2018 Regional Transportation Plan (Table 3) and Oregon Transportation Plan (Table 4).

The draft objectives, presented below, were informed by input from the SAC through two workshops. Each workshop focused on three goals and provided the opportunity for the SAC members to collaborate and draft objectives for each goal. This input was then compiled by Fehr & Peers to develop draft objectives that capture the key themes that emerged during the SAC workshop. The final objectives will reflect collaboration with Metro Staff and the PMT before being presented back to the SAC.

Free from Harm

Goal	Draft Objectives
Create a transportation system where all users are free from harm.	Manage the transportation system to reduce negative health impacts so that public health risk does not adversely effect people's mode choice.
	Ensure historically marginalized communities and people of color benefit from safety improvements.
	Provide a transportation system where human error does not result in serious injury or loss of life.
	Ensure people of color and historically marginalized communities can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.

Regional Partnerships/Collaboration

Goal	Draft Objectives
Collaborate as effective stewards of the transportation system.	Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
	Collaborate with emergency management when prioritizing investments on key emergency response routes.
	Collaborate with and educate travelers.
	Improve interagency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.

Eliminate Disparities

Goal	Draft Objectives
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.
	Identify and correct disparities when planning, operating, and maintaining the transportation system (e.g., transit access, GHG exposure, allocation of funds).
	Identify and increase awareness of the unique travel experiences of people of color and historically marginalized communities.
	Reduce the transportation cost burden experienced by people of color and historically marginalized communities.

Connected Travel Choices

Goal	Draft Objectives
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
	Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
	Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
	Increase availability and accessibility of low-cost transportation options in historically marginalized communities and people of color.

Reliable Travel Choices

Goal	Draft Objectives
Provide a transportation system that is reliable for all users.	Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit and freight.
	Expand travel time reliability improvements for people of color and historically marginalized communities burdened with long travel distances.
	Manage critical freight corridors to create reliable routes for freight movement between key destinations.
	Communicate expected changes in reliability so that travelers can make informed travel choices.

Prepare for Change

Goal	Draft Objectives
Manage the system to be agile in the face of growth, disruptions, and changing technology.	Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.
	Manage projects and resources to be responsive to changes in land use planning and growth patterns.
	Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.
	Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

Table 2. 2010 Regional TSMO Plan

2021 TSMO Strategy Goals	2010 Regional TSMO Plan Objective	2010 Regional TSMO Plan Goal	Objective #
Create a transportation system where all users are free from harm.	Reduce crashes at signalized intersections.	Safety & Security	1
	Reduce crashes resulting from weather, construction, and secondary crashes from incidents.	Safety & Security	2
	Reduce crashes involving vulnerable road users (pedestrians and bicycles).	Safety & Security	3
	Provide a safe environment for transit, bicycling and walking.	Safety & Security	4
Collaborate as effective stewards of the transportation system.	Integrate arterial and freeway roadway systems and operate the transportation system from the overall system perspective.	Reliability	5
	Improve communication and coordination between transportation agencies and emergency management agencies.	Safety & Security	6
	Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone trips.	Quality of Life	6
	Support initiatives to reduce greenhouse gas emissions from vehicles.	Quality of Life	3
	Enhance regional multi-modal trip planning tools.	Traveler Information	3
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Encourage transit ridership by providing safe and secure public transportation facilities.	Safety & Security	5
	Support equitable distribution of transportation services and investment.	Quality of Life	4
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Improve connections between modes to enhance traveler mobility and reduce reliance on the automobile.	Quality of Life	2
	Market and provide travel options services to employers and commuters.	Reliability	6
	Enhance pre-trip and en-route traveler information tools.	Traveler Information	2
Provide a transportation system that is reliable for all users.	Expand traffic incident and event management capabilities to restore roadway capacity reduced by incidents, weather and construction.	Reliability	1
	Enhance regional traffic signal coordination systems and support systems that respond to current conditions.	Reliability	2
	Implement and expand systems that improve reliability for transit, pedestrians, and bicycles.	Reliability	3
	Implement systems that reduce delays through known bottlenecks.	Reliability	4
	Encourage transit ridership by improving transit travel times and services	Quality of Life	1
	Provide current information that may affect roadway users and travel choices across all modes.	Traveler Information	1
Operate the system to be resilient to growth and disruptions.	Protect physical infrastructure and transportation communication networks from harm or misuse.	Safety & Security	7
	Support systems that implement future pricing strategies (e.g., congestion, tolls, parking).	Quality of Life	5
	Expand traffic surveillance and transportation system condition data collection capabilities.	Traveler Information	4

Table 3. 2018 Metro Regional Transportation Plan

2021 TSMO Strategy Goals	2018 RTP Objective	2018 RTP Goal	Objective #
Create a transportation system where all users are free from harm.	Eliminate fatal and severe injury crashes for all modes of travel.	Safety and Security	1
	Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.	Safety and Security	2
	Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.	Healthy People	1
Collaborate as effective stewards of the transportation system.	Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).	Vibrant Communities	1
	Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.	Shared Prosperity	1
	Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce vehicle miles traveled.	Transportation Choices	1
	Complete all gaps in regional bicycle and pedestrian networks.	Transportation Choices	2
	Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.	Healthy Environment	4
	Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.	Healthy Environment	5
	Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.	Healthy People	2
	Minimize air, water, noise, light and other transportation-related pollution health impacts.	Healthy People	3
	Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.	Climate Leadership	5
	Meet adopted targets for reducing transportation-related greenhouse gas emissions.	Climate Leadership	2
	Improve coordination and cooperation among the owners and operators of the region’s transportation system.	Transparency and Accountability	3

	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.	Transparency and Accountability	2
	Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.	Reliability and Efficiency	5
Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.	Vibrant Communities	4
	Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.	Vibrant Communities	3
	Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.	Shared Prosperity	4
	Protect historic and cultural resources from the negative impacts of transportation.	Healthy Environment	2
	Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.	Fiscal Stewardship	1
	Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.	Transparency and Accountability	1
	Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.	Equitable Transportation	1
	Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.	Equitable Transportation	2
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.	Vibrant Communities	2
	Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.	Shared Prosperity	3
	Increase household and job access to current and planned frequent transit service.	Transportation Choices	3
	Increase household and job access to planned regional bike and walk networks.	Transportation Choices	4

	Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.	Climate Leadership	1
Provide a transportation system that is reliable for all users.	Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.	Shared Prosperity	2
	Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.	Reliability and Efficiency	1
	Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.	Reliability and Efficiency	2
	Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	Reliability and Efficiency	3
	Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.	Reliability and Efficiency	4
	Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	Reliability and Efficiency	6
	Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.	Reliability and Efficiency	7
Operate the system to be resilient to growth and disruptions.	Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	Safety and Security	3
	Protect fish and wildlife habitat and water resources from the negative impacts of transportation.	Healthy Environment	1
	Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.	Healthy Environment	3
	Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.	Climate Leadership	6
	Reduce vehicle miles traveled per capita.	Climate Leadership	3

	Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.	Climate Leadership	4
	Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	Fiscal Stewardship	2

Table 4. Oregon Transportation Plan

2021 TSMO Strategy Goals	OTP Policy	OTP Goal	Objective #
Create a transportation system where all users are free from harm.	Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, parks and natural areas, health care, and social opportunities via public transportation.	Health	1
	Plan for, design, and locate transit stops and stations to support safe and user-friendly facilities, including providing safe street crossings.	Safety and Security	1
	Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.	Safety and Security	2
	Enhance the safety of public transportation through personnel training and education programs.	Safety and Security	3
	Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.	Safety and Security	4
Collaborate as effective stewards of the transportation system.	Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.	Mobility	4
	Encourage employers, educational institutions, and others to provide opportunities for employees’ and clients’ use of public transportation, carpool, vanpool, shuttles, and other shared rides.	Accessibility and Connectivity	4
	Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.	Health	2
	Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.	Safety and Security	6
	Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.	Environmental Sustainability	1
	Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.	Land Use	1
	Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.	Strategic Investment	1
	Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services	Strategic Investment	2
	Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.	Strategic Investment	3

	Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.	Communication, Collaboration, and Coordination	1
	Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.	Communication, Collaboration, and Coordination	2
	Identify and advance opportunities to share data resources and collection methods.	Communication, Collaboration, and Coordination	3
	Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.	Communication, Collaboration, and Coordination	4
Eliminate the disparities in the transportation system experienced by people of color and historically disadvantaged communities.	Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay	Mobility	3
	Enhance access to education and employment via public transportation.	Community Livability and Economic Vitality	1
	Promote the use of public transportation to foster greater community livability	Community Livability and Economic Vitality	3
	Engage populations recognized as transportation disadvantaged in public transportation service decision making.	Equity	1
	Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.	Equity	2
	Identify disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	3
	Address the disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	4
	Integrate equity criteria into funding decisions.	Equity	5
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.	Mobility	2
	Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.	Accessibility and Connectivity	3
	Increase household and job access to current and planned frequent transit service.	Community Livability and Economic Vitality	3
	Increase household and job access to planned regional bike and walk networks.	Community Livability and Economic Vitality	4

	Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.	Land Use	1
Provide a transportation system that is reliable for all users.	Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.	Accessibility and Connectivity	2
	Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.	Equity	1
	Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.	Equity	2
	Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	Equity	3
	Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.	Equity	4
	Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	Equity	6
	Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.	Equity	7
Operate the system to be resilient to growth and disruptions.	Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	Health	3
	Protect fish and wildlife habitat and water resources from the negative impacts of transportation.	Safety and Security	1
	Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.	Safety and Security	3
	Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.	Land Use	6
	Reduce vehicle miles traveled per capita.	Land Use	3
	Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.	Land Use	4
	Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	Communication, Collaboration, and Coordination	2

Equity Decision Tree

DRAFT

By addressing the barriers experienced by people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups.

This equity decision tree is intended to help guide the team updating **Metro's TSMO Strategy**. As TSMO leadership, stakeholders, and project management staff craft a vision statement, goals and policies, and a work plan, equity will be considered throughout.

This decision tree is not meant to be prescriptive, setting hard boundaries for inclusion of a particular policy or project. It is instead meant to foster a thorough examination through an equity lens. In 2016 Metro created their Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The definitions and guiding ideas in this equity tree are meant to be consistent with and help implement the plan.

Definitions

- **Transportation Equity:** The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for historically marginalized communities especially communities of color.
- **Racial Equity:** The removal of barriers with a specific focus on eliminating disparities faced by and improving outcomes for communities of color. Race can no longer be used to predict life outcomes and outcomes for all groups are improved.
- **People of Color and Communities of Color:** For the purposes of this plan, communities of color are Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics, and immigrants and refugees who do not speak English well, including African immigrants, Slavic and Russian speaking communities, and people from the Middle East.

Navigating the Tree



At the tree top, **evaluate and refine** actions, being accountable to the result



Continue through the Strategies level to **develop a solution step** to a problem



Follow the branches and leaves of the tree through the Plans level to **identify keys** to solving a problem



Start at the root and **define a problem**

Why Equity?

- Pedestrian fatality rates for African Americans are **60%** higher than for non-Hispanic whites, and **43%** higher for Hispanics than whites.
- More than **1 in 10** Americans has a mobility disability such as serious difficulty walking or climbing stairs.
- Nearly **24%** of African-American households, **17%** of Latino households, and **13%** of Asian households live without a car.
- People who are African American, Asian, Native American, Pacific Islander or Latino-origin are **4 times** more likely to rely on transit for their work commute than people who are White."
- Households in the bottom **90%** income bracket spend twice the amount on transportation that households in the top **10%** income bracket spend each year.

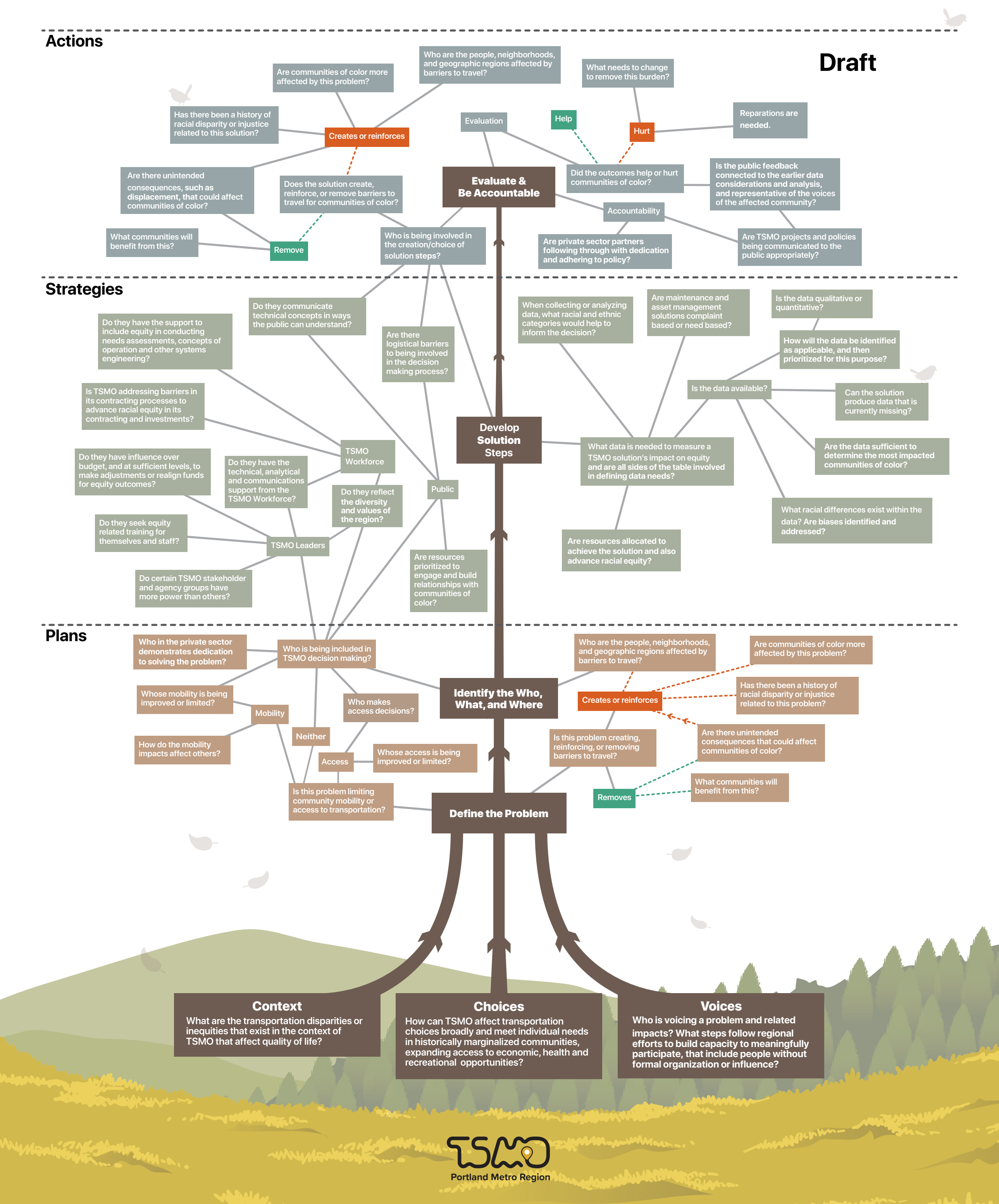
Source: Smart Growth America; Centers for Disease Control and Prevention; Census; Treasury

Actions

Draft

Strategies

Plans



Materials following this page were distributed at the meeting.

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

Three unidentified teenagers, driving, Clackamas, 5/30

Sergio Hunt, 17, walking, Multnomah, 5/23

Carl Vernon Holmes, 84, driving, Multnomah, 5/19

Unknown, driving , Multnomah, 5/19

Jose Luis Mendez, 51, walking, Washington, 5/12

Janell Rene Butler, 46, driving, Washington, 5/11

Martin Ixquiactap-Tambriz, 41, walking, Washington, 5/10

Megan McComb, 32, scooter, Multnomah, 5/8

David Dentler, 25, driving, Multnomah, 5/6



** ODOT preliminary fatal crash report and news reports, as of 6/3/21*



The TriMet Board of Directors names Sam Desue, Jr. as General Manager

Desue to become the first Black leader of Oregon's largest transit agency in its 51-year history and brings more than 27 years of transportation experience to role



Samuel (Sam) Desue, Jr.

TriMet's Board of Directors has named Sam Desue, Jr., as the new general manager to lead Oregon's largest transit provider. Desue, who currently serves as the interim General Manager and Chief Operating Officer, was selected following a national search and [extensive community engagement efforts](#) conducted by the agency and the TriMet Board. He becomes TriMet's first GM of color in our five-decade history.

"When Sam joined TriMet in 2019, he quickly established himself as a proven, measured, and thoughtful leader who was committed to safety, service and the community," said TriMet Board President Bruce Warner. "His years of transit expertise, customer-driven vision, commitment to building consensus and his humanity are sure to benefit transit riders and the

agency for years to come."

"I am honored to be selected by the board as the next General Manager of this impressive agency," said Desue. "While we are collectively facing significant challenges as we recover from the impacts of the pandemic, I have full confidence in the TriMet team, our regional partners and in the strength of the community we serve. With a critical lens on equity and social justice, I will diligently work to advance new customer, safety, maintenance and climate initiatives."

Established leader at TriMet

Desue joined TriMet in 2019 as Chief Operating Officer (COO) and expertly managed and oversaw six of the nine TriMet divisions including Transportation, Maintenance, Information Technology, Safety & Security, Operational Training, Business Planning & Assets, and Operations Planning & Development. He has been the accountable executive for federal, state, and local regulatory authorities and provided strategic direction, transportation planning, policy development and oversight.

In March of this year, Desue [was named our interim General Manager](#) after his predecessor, Doug Kelsey, [retired](#). As interim GM, Desue has already made huge strides to build back trust and improve the agency



Desue served alongside Bus Operations Assistant Manager Alicia Purdell and other employee Ride Guides helping customers navigate the disruption during May 2021 MAX improvements.

relationship with union leaders. He has advanced climate initiatives and championed safety, maintenance and critical equity and social justice policies. Desue has also begun developing new strategies to manage TriMet's recovery from the COVID-19 pandemic and the associated economic impacts.

Leading hand on climate initiatives, operational improvements, union partnership

On Monday, June 14, 2021, Desue announced [the agency's move to 100% renewable electricity](#) for the MAX light rail system, TriMet's electric buses and all TriMet-owned facilities. This move immediately reduced TriMet's carbon footprint by more than 25% and will soon be followed by other climate initiatives.

Desue has also led the largest capital improvement project in TriMet's 51-year history, [replacing and upgrading track, switches and the signal system across the 108-year-old Steel Bridge](#). He has improved bus on-time performance from 88% to 94% in the past two years. He improved MAX light rail safety by decreasing rule violations 28%—the largest decrease in two years.

Under Desue's direction, TriMet maintained a safe operating environment for employees and riders through historic challenges: protests, civil unrest, wildfires, poor air quality, an intense ice/windstorm and the global pandemic.

Desue was instrumental in the successful negotiation of [TriMet's new Amalgamated Transit Union 757 contract](#), the seventh successful union contract he has helped enact in his transit industry career. He has consistently led diverse, inclusive and equitable work groups and has a track record of decreasing turnover, improving financial management and boosting employee morale.

More than 27 years of public/private transportation experience

Desue brings more than 27 years of public and private transportation experience to the position. Desue's visionary and strategic leadership in transportation extends beyond TriMet. He started his career in transport as a bus operator for Gray Line of Alaska. He has been a leader in both the Seattle and the Kansas City metropolitan areas. He consistently advanced through the ranks at Kansas City Area Transportation Authority (KCATA), starting there as



(L-R) Climate Solutions Oregon Director Meredith Connolly, TriMet interim GM Sam Desue, Jr., PGE President & CEO Maria Pope, Pacific Power VP of Regulation, Customer & Community Solutions Etta Lockey



ATU Local 757 President Shirley Block joined Desue in May 2021 to receive their first COVID-19 vaccine shots together in a show of solidarity in overcoming the virus.



TriMet Journeyman Mechanics Mike Francois (left) and Josh Stone (right) with Desue at the Powell bus maintenance facility

the Director of Transportation in 2013 and serving as COO, interim General Manager and finally Deputy Chief Executive Officer. Desue worked at both Pierce Transit and Community Transit in Washington, where he directed transportation services. He also oversaw landside transportation operations at SeaTac International Airport as well as operations at Seattle Monorail.

Desue developed a strong foundation for leadership during his nearly 11 years of service in the United States Army. As a non-commissioned officer and a leader in the military, he was relied upon by senior commissioned officers to execute complex tactical and strategic operations, make intent-driven decisions and operate in joint, interagency, and multinational environments.

Desue serves on the American Public Transportation Association (APTA) Board of Directors and on the APTA Operations Committee. He received his Master of Business Administration (MBA) in 2006.

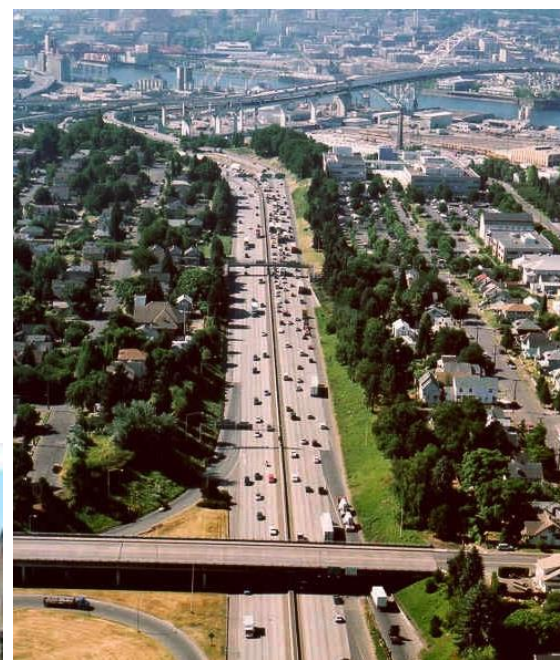
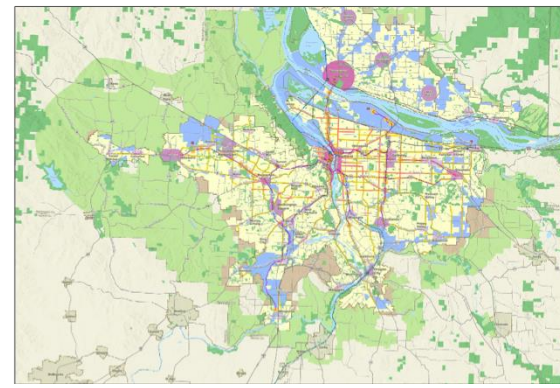
Desue is a dedicated MAX Blue Line rider as well as a frequent Line 17 rider. He and his wife have two grown children and enjoy spending time with family when they're not travelling and exploring restaurants and coffee shops in the Portland metro area.

###

Regional mobility policy update

JPACT
June 17, 2021

Kim Ellis, Metro
Glen Bolen, ODOT



Today's purpose

Report back what we heard

Hear your feedback in preparation for July direction:

- Are we on the right track?
- Have we missed anything?

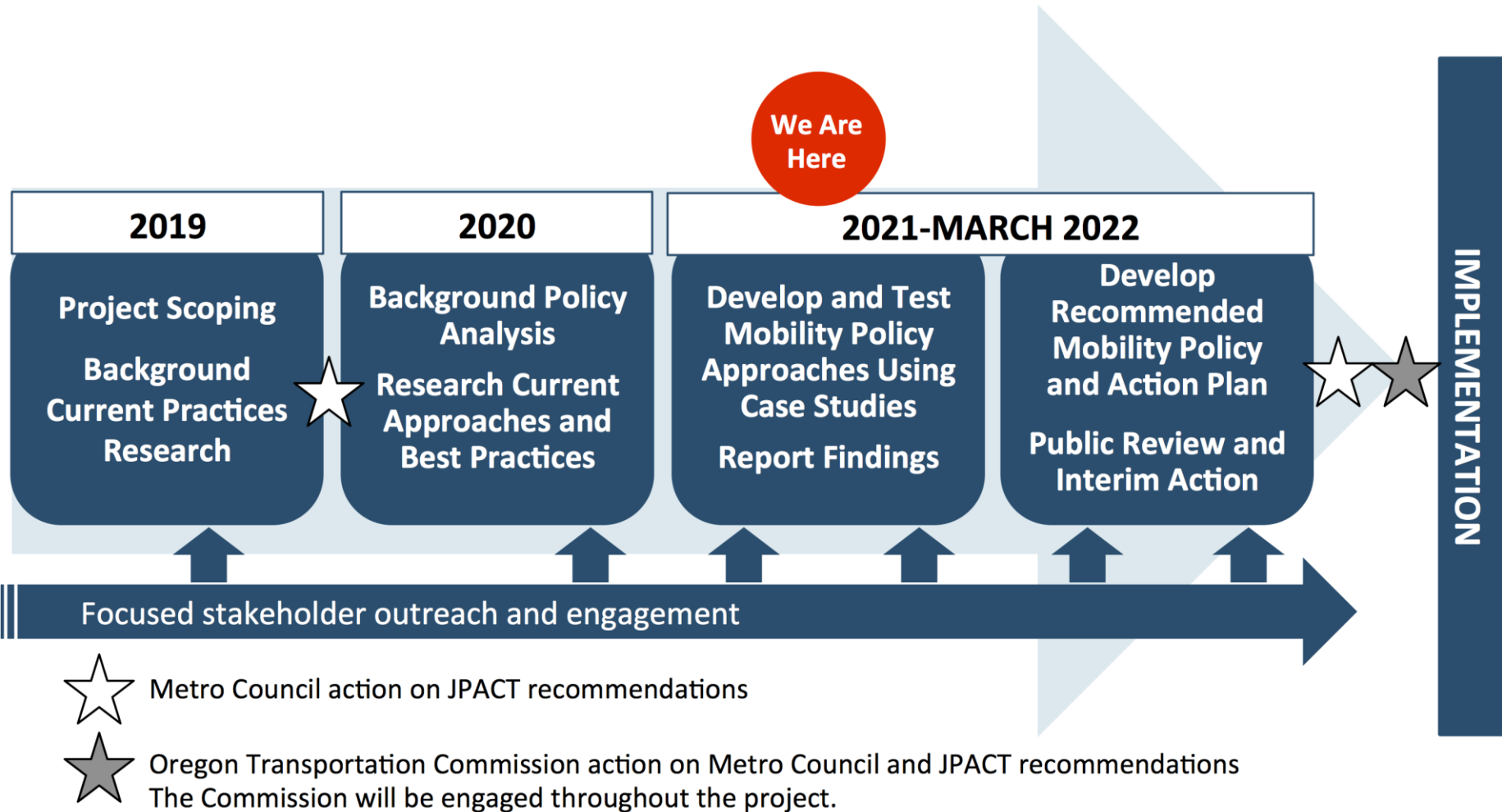
Project purpose

- Update the policy on how we define and measure mobility for the Portland region
- Guide system planning and land use decisions
- Recommend amendments to the RTP and Oregon Highway Plan



Visit oregonmetro.gov/mobility

Project timeline



2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.



Equity



Climate



Safety



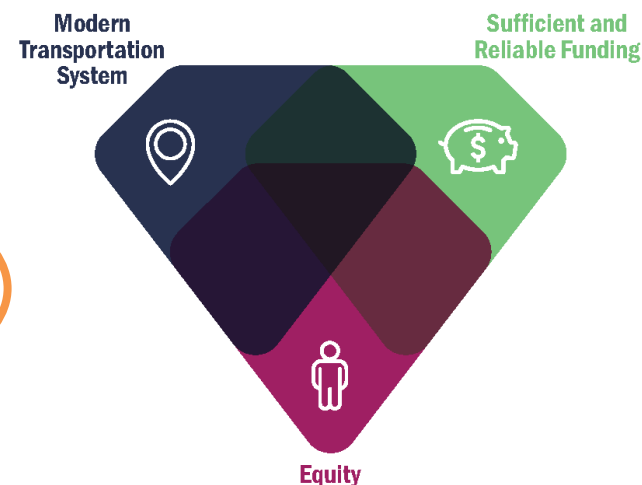
Congestion

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
- **Safety**
- **Accessibility, mobility and climate change**
- **Congestion relief**
- Project delivery
- Innovative technologies



Who we heard from Spring 2021 Engagement

Metro Council

County coordinating committees

Regional advisory committees

1 community leaders forum

1 freight and goods forum

2 practitioner forums – planners,
engineers, modelers



More than
350
participants



What we heard on shaping the mobility policy elements

Equity and climate should be explicit in the updated mobility policy

Many aspects of access are important to mobility:

- Access to places
- Access to travel options
- Affordability is key to access

Efficient use of the transportation system is important to mobility

Quality connections between travel options are important to mobility



What we heard on shaping the **mobility measures**

Ensure that all elements are reflected across the measures

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

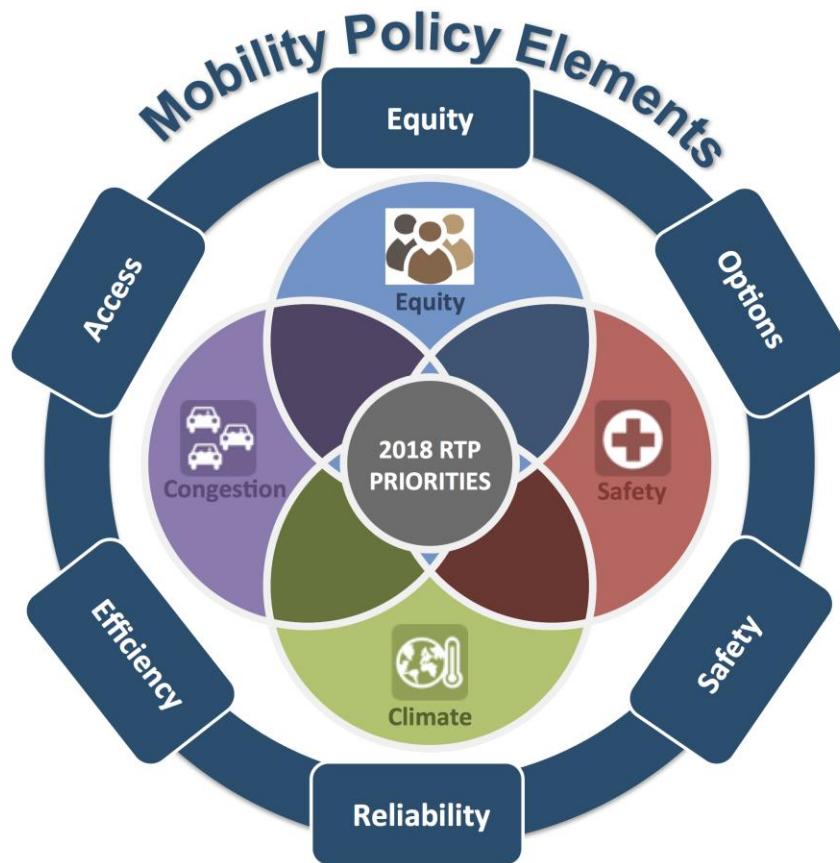
Avoid redundancy in the measures

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



REVISED MOBILITY ELEMENTS AND MEASURES

DRAFT definition of urban mobility: *People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.*



Mobility elements to be reflected in updated policy

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Efficiency

People and businesses efficiently use the public's investment in our transportation system to travel where they need to go.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

Mobility measures recommended for testing

1. Multimodal level of service

- Multimodal level of service (MMLOS)
- Level of traffic stress
- Pedestrian crossing index
- System completion
- Queuing
- Volume to capacity ratio

2. Access to destinations/opportunity

3. Vehicle miles traveled (VMT) per capita

4. Person and goods throughput

5. Travel time reliability

- Travel time reliability
- Travel time

6. Congestion

- Travel speed
- Duration (hours)
- Queuing
- Volume to capacity ratio

Looking ahead: next 6 months



April to June 2021 – Seek input on mobility policy elements and measures for testing



July 2021 – Seek JPACT and Council direction on mobility elements and measures to test



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



Spring 2022 – Carry recommended mobility policy forward to 2023 RTP update

Discussion questions

Are we on track?

Have we missed anything?

oregonmetro.gov/mobility



Climate Smart Strategy

Regional strategy for reducing emissions



Largest potential carbon reduction in Metro region

Climate Smart Strategy | Largest potential carbon reduction impact*



Vehicles and Fuels (Investment)

- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels



Pricing (Policy)

- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance



Community Design (Policy with Investment)

- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Moderate potential carbon reduction in Metro region

Climate Smart Strategy | Moderate potential carbon reduction impact*



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



Travel Information and Incentives (Investment)

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.

Low potential carbon reduction in Metro region

Climate Smart Strategy | Low potential carbon reduction impact*



Street and Highway Capacity (Investment)

- New lane miles (e.g, general purpose lanes, auxiliary lanes)
-

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.



Metro

Regional Congestion Pricing Study

JPACT

June 17, 2021

Regional Congestion Pricing Study

- Process to Date
- Expert Review Panel Summary
- Updates to Study Findings
 - Implementation
 - Equity
- DRAFT Recommendations for Consideration
- Next Steps

Questions for JPACT

What questions or comments do JPACT members have regarding the updated findings?

What questions or comments do you have about the draft recommendations?

Are there specific areas where you want more information?

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 safety or equity.

Not recommending project or implementing any pricing measures

Planning Context

Multiple plans identify the need

- *2010 RTP, TSMO Strategic Plan– 2010, Climate Smart Strategy – 2014 & Federal congestion management process*

2018 RTP & Metro Council prioritized a near-term comprehensive review of congestion pricing

- *Over \$15 billion in transportation investments need to be paired with travel demand efforts*



2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018

oregonmetro.gov/rtp

Process to Date

- Project initiated in summer 2019
- Met with JPACT in July 2019, April 2020, September 2020, April 2021
- Developed scenarios and tested with Metro travel demand model
- Developed and shared findings with partners and Metro committees
- Now bringing draft recommendations to JPACT and Metro Council
- Resolution to accept report with recommendations next month

Expert Review Panel: April 22, 2021



**Christopher
Tomlinson**

State Road & Tollway
Authority, Georgia
Regional Transportation
Authority, Atlanta Region
Transit Link Authority



Rachel Hiatt
San Francisco County
Transportation
Authority



Sam Schwartz
Sam Schwartz
Transportation
Consultants



**Clarrissa
Cabansagan**
TransForm



Daniel Firth
C40 Cities

Key Takeaways

- **Review of Metro's technical approach** and **findings** found RCPS methods to be sound and findings to be consistent with what they have seen elsewhere related to potential benefits and impacts of four pricing tools
- **Clarity of purpose** is essential for pricing projects/programs- design leads to outcomes desired
- **Equity**- critically important to center equity, and recognize the very real and unintended consequences that can arise from not doing so.

Key Takeaways

- **Diverse outreach-** it is important to reach out broadly to all stakeholders – hear and when possible address concerns- understanding that not all groups will be supportive, and that public acceptance of the effort will change over time.
- **Place-based strategies-** customize pricing for urban/suburban/rural localities with different transportation and land use. Congestion pricing has been successful *in all types of settings* at improving mobility and addressing other priorities.

Key Findings - Reminder

All four types of pricing can help address congestion and climate priorities.

- They reduced the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios also increased daily transit trips.
- The projected improvements are comparable to or exceed those of 2018 RTP model scenarios (even those with much higher investments in transportation projects).

Key Findings - Reminder

Geographic distribution of benefits, impacts, and costs varied by scenario.

- Diversion, travel time savings, costs to travelers
- Without changes, some scenarios would have disproportionate impacts
- Need for further analysis with future projects

There are tradeoffs for implementing pricing scenarios.

- Overall regional transportation costs and individual traveler costs vary by scenario
- Vehicle miles traveled scenarios have positive results for all studied metrics but also have the highest overall travel costs for the region
- Higher overall transportation costs equal higher revenue

Updates to Study Findings - Implementation

Implementation is complex

- Technology: availability, footprint, intrusiveness, compatibility
- Equity considerations (i.e. how to serve those without bank accounts)
- Enforcement: perception, effectiveness, and cost
- Costs and Financial Feasibility: up-front capital and ongoing operations
- Governance/jurisdiction
 - Who has authority to implement? To enforce?
 - How can revenues be spent?
- Ease of use

Updates to Study Findings - Implementation

- Parking pricing is easiest to implement
- Roadway pricing has high upfront costs and can be hard to enforce
- VMT (aka Road User Charge) could build on OReGO infrastructure, but has potential privacy considerations
- Revenue potential varies by type of pricing. As modeled--
 - VMT had the highest revenues
 - Roadway was second (about ½ of VMT)
 - Cordon and Parking were third (about ½ of Roadway)

Updates to Study Findings - Equity

While implementation is complex and introduces new costs, our current funding and spending system is not equitable-

- regressive (gas tax and vehicle fees)
- reinforces inequity with spending focus on auto infrastructure
- will not achieve the region's urgent climate and equity goals

Plus, gas tax revenue is shrinking and is insufficient to pay for planned investments.

Updates to Study Findings – Equity

Affordability can be built into a program

- More flexible than current funding sources. Can provide discounts or exempt key groups from paying.

Revenue can be focused on equity outcomes

- Invest in key neighborhoods or roadways
- Focus on transit, sidewalks, bike lanes
- Invest in senior and disabled services

Targeting pricing benefits to key locations

- Mobility improvements and air quality

DRAFT Recommended Considerations

- DRAFT Recommended Considerations in your packet.
- Will be in the final report presented to JPACT and Metro Council for acceptance by resolution.
- Developed from our findings, with input from expert panel, other experts, and partner agencies.
- Recommended considerations are high-level, based on the findings, and are broken out for two groups:
 1. Policy Makers
 2. Future Owners/Operators

DRAFT Recommended Considerations

Please see packet for recommended considerations

Questions for JPACT

What questions or comments do JPACT members have regarding the updated findings?

What questions or comments do you have about the draft recommendations?

Are there specific areas where you want more information?

Next Steps

Wrapping up this summer-

- Technical Report with findings and considerations for future owners/operators and policymakers – shared with TPAC last week
- Discuss draft recommendations with Metro Council (6/22)
- Return to TPAC (7/9)
- Resolution accepting report with recommendations to be adopted by JPACT (7/15) and Metro Council (7/22)

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2021 Transportation System Management and Operations (TSMO) Strategy Update

JPACT Presentation
Caleb Winter, Metro
Kara Hall, Fehr&Peers
June 17, 2021

What do we want to hear from you?



How can we better serve BIPOC and HMCs through technology and partnership opportunities to improve TSMO?



Are we on the right track with Vision and Goals to advance TSMO in our region?

What is TSMO?



What is TSMO?

TSMO is making the most of what we have in order to make the system more efficient.



What is TSMO?

TSMO is making the most of what we have in order to make the system more efficient.

✓ TSMO is...



A holistic systems approach



A broad set of strategies



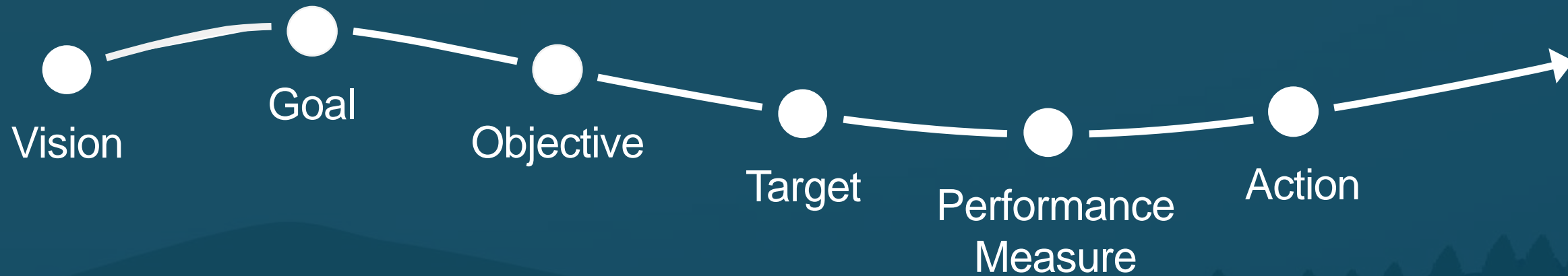
Innovative, cost-effective solutions

✗ TSMO is not...



Building our way out of congestion

The TSMO process



What's new?



Progress

Build on 10 years of TSMO progress.



Diversity

Develop a strategy with a broader and more diverse set of voices.



Equity

Approach TSMO with an equity focus.

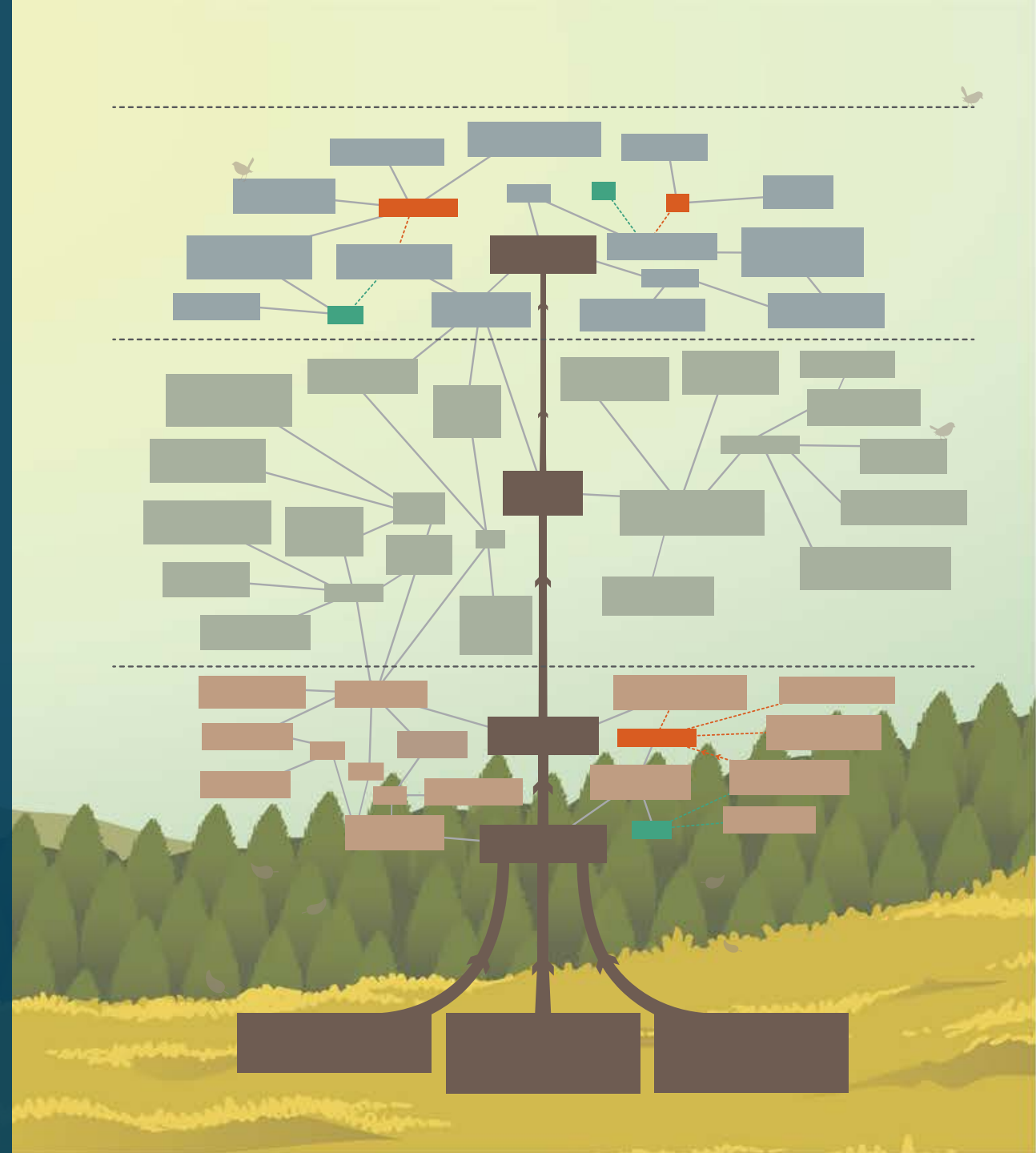
What's new?



TSMO Equity Tree

“By addressing the barrier experienced by people of color, we will effectively also identify solutions and remove barriers to other disadvantaged groups.”

*Excerpt from Metro's 2016
Strategy Plan to Advance Racial
Equity, Diversity, and Inclusion*



“ Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by black and indigenous people of color and low-income communities.

TSMO goals to align strategy and actions



Keep everyone free from harm.

Create a transportation system where all users are free from harm.



Collaborate and partner regionally.

Collaborate as effective stewards of the transportation system.



Ensure reliable travel choices.

Provide a transportation system that is reliable for all users.



Eliminate disparities.

Eliminate transportation system disparities experienced by black and indigenous people of color and low-income communities.



Prepare for change.

Manage the system to be agile in the face of growth, disruptions, and changing technology.



Connect travel choices.

Connect all people to the goods, services, and destinations they need through a variety of travel choices.

Questions?



What do we want to hear from you?



How can we better serve BIPOC and HMCs through technology and partnership opportunities to improve TSMO?



Are we on the right track with Vision and Goals to advance TSMO in our region?



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