

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, October 17, 2019

7:30 AM

Metro Regional Center, Council chamber

REVISED 10/16

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
2. **Public Communication on JPACT Items (7:35 AM)**
3. **Update from Chair & JPACT Members (7:40 AM)**
4. **Consent Agenda (7:45 AM)**
 - 4.1 Resolution No. 19-5037, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Four Projects Impacting Portland, TriMet, Tualatin, and Washington County (OC20-02-OCT) [COM](#)
[18-0276](#)
Attachments: [Resolution No. 19-5037](#)
[Exhibit A to Resolution No. 19-5037](#)
[Memo: October 2019 MTIP Formal Amendment](#)
[Attachment 1 to Staff Report](#)
 - 4.2 Consideration of September 19, 2019 Minutes [18-5292](#)
Attachments: [September 19, 2019 Minutes](#)
5. **Information/Discussion Items**
 - 5.1 Corridor Bottleneck Operations Study II (7:50 AM) [COM](#)
[18-0269](#)

Presenter(s): Scott Turnoy, ODOT
 - 5.2 Regional Transportation Funding Measure Update [COM](#)
Update (8:05 AM) [18-0270](#)

Presenter(s): Andy Shaw, Metro
Tyler Frisbee, Metro

Attachments: [Memo: Regional Transportation Funding Measure Update](#)

- 5.3 Regional Mobility Policy Update: Introduction to Draft Work Plan (8:20 AM) [COM](#)
[18-0271](#)

Presenter(s): Kim Ellis, Metro

Attachments: [Memo: Regional Mobility Policy Update](#)
[Draft Work Plan](#)
[Draft Stakeholder and Public Engagement Plan](#)
[Key Scoping Meeting Schedule](#)
[Regional Mobility Policy Update Fact Sheet](#)

- 5.4 Regional Flexible Funds Allocation Update (8:35 AM) [COM](#)
[18-0273](#)

Presenter(s): Dan Kaempff, Metro

Attachments: [Memo: 2022-24 Regional Flexible Funds Allocation](#)
[Regional Flexible Funds Risk Assessment](#)

6. Adjourn (8:50 AM)

Upcoming JPACT Meetings:

- *Thursday, November 21, 2019*
- *Thursday, December 19, 2019*

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

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Portland, OR 97232-2736
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2019 JPACT Work Program

As of 10/8/19

Items in italics are tentative

	<p><u>October 17, 2019</u></p> <ul style="list-style-type: none">• Resolution No. 19-5037, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Four Projects Impacting Portland, TriMet, Tualatin, and Washington County (OC20-02-OCT) (consent)• Corridor Bottleneck Operations Study II (ODOT; 15 min)• T2020 Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 15 min)• Mobility Policy Update: Introduction to Draft Work Plan (Kim Ellis, Metro; 15 min)• Regional Flexible Funds Update (Dan Kaempff, Metro; 15 min)
<p><u>November 21, 2019</u></p> <ul style="list-style-type: none">• Mobility Policy Update: Approve Work Plan* (Kim Ellis, Metro; 15 min)• Regional Flexible Funds: Draft Recommendation* (Dan Kaempff, Metro; 20 min)• Frog Ferry (TBD; 20 min)	<p><u>December 19, 2019</u></p> <ul style="list-style-type: none">• <i>Resolution Hold for CBOS TIP amendment</i>• Regional Flexible Funds: Recommendation to Metro Council* (Dan Kaempff, Metro; 20 min)• Designing Livable Streets (Lake McTighe, Metro; 20 min)• <i>T2020 Transportation Regional Investment Measure Update (Andy Shaw, Metro; 15 min)</i>

Parking Lot:

- *Burnside Bridge (Multnomah County)*
- *Emergency Transportation Routes Update*
- *Freight Commodity Study (Tim Collins, Metro; 20 min)*

***4.1 Resolution No. 19-5037, For the Purpose of
Adding or Amending Existing Projects to the 2018-
21 Metropolitan Transportation Improvement
Program Involving Four Projects Impacting
Portland, TriMet, Tualatin, and Washington County
(OC20-02-OCT)***

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 19-5037
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FOUR)	Andrew Scott in concurrence with
PROJECTS IMPACTING PORTLAND,)	Council President Lynn Peterson
TUALATIN, TRIMET, AND WASHINGTON)	
COUNTY (OC20-02-OCT))	

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

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

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

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

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

WHEREAS, Metro, Portland, and TriMet have agreed upon a fund exchange to swap out the unobligated federal Congestion Mitigation Air Quality improvement program funding with local funds to allow the Central City In Motion active transportation and transit improvement project to be delivered faster and more efficiently; and

WHEREAS, the October 2019 Formal MTIP amendment is replacing the CMAQ funds with local funds for the Central City In Motion project in Key 19299 now that required local Intergovernmental Agreement (IGA) among Metro, Portland, and TriMet is close to be completed; and

WHEREAS, the Federal Transit Administration (FTA) has confirmed TriMet's approved Section 5309 Small Starts discretionary funding at approximately \$87.5 million dollars for their Division Transit Project which will implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham; and

WHEREAS, to ensure TriMet can complete and is awarded their FTA Transit Award Management System (TrAMS) grant for the 5309 funds by December 2019, MTIP programming adjustments are being made to cancel TriMet's FY 2019 allocation and advance their FY 2021 5309 allocation to 2020 via a separate administrative modification in the MTIP to meet FTA's 5309 Small Starts grant approval deadline for the Division Transit project; and

WHEREAS, the city of Tualatin received a 2019-21 Regional Flexible Fund Allocation (RFFA) of \$625,000 of federal Surface Transportation Block Grant (STBG) funds in support of project development activities for their SW Herman Rd to support the construction of bike lanes and sidewalks along a half-mile stretch of Herman Road from SW 124th Ave to SE Cheyenne Way and now wish to complete the project development activities with local funds; and

WHEREAS, Metro, Tualatin, and Washington County have agreed to a fund exchange where the SW Herman Rd STBG will be transferred to Washington County's Basalt Creek Parkway Extension project and committed to the Preliminary Engineering (PE) phase with Washington County providing Metro with \$625,000 of local funds from the project to then be used by Tualatin to support project development activities for their SW Herman Rd project; and

WHEREAS, the October 2019 Formal MTIP Amendment was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338 and accomplished legally; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the October 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the October 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on October 4, 2019; and

WHEREAS, JPACT received their notification on October 17, 2019 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 31, 2019 to formally amend the 2018-21 MTIP to include the October 2019 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5037**



<p align="center">Proposed October 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC20-02-OCT Total Number of Projects: 4</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	Portland Central City Safety Project Phase 2 Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	<u>FUND EXCHANGE:</u> The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	<u>CANCEL PROJECT:</u> The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	<u>CANCEL PROJECT:</u> The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.

19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	<p>This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.</p> <p><u>FUND EXCHANGE:</u> The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement</p>
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Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
FUND EXCHANGE
 5th Amendment to Project

Lead Agency: Portland	Project Type: Active Trns	ODOT Key: 19299
Project Name: Portland Central City Safety Project – Phase 2 Central City in Motion	ODOT Type: Active Trns	MTIP ID: 70677
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Performance Meas: Yes	Status: 2
Short Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	Capacity Enhancing: No	Comp Date: 12/31/2022
	Conformity Exempt: Yes	RTP ID: 11832
	On State Hwy Sys: No	RFFA ID: 50218
	Mile Post Begin: N/A	RFFA Cycle: 2016-18
	Mile Post End: N/A	UPWP: Yes
	Length: N/A	UPWP Cycle: SFY 18
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

Detailed Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.

STIP Description: (Planning Study description): Develop a strategy that identifies multimodal safety projects and prioritizes investments

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
CMAQ	Mult	2016	\$ 852,000					\$ 852,000
CMAQ	Z400	2020		\$ 648,000				\$ -
CMAQ	Z400	2021			\$ 100,000			\$ -
CMAQ	Z400	2021					\$ 3,900,000	\$ -
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 852,000
Federal Fund Obligations:			\$ 852,000					Federal Aid ID
EA Number:			C3265210					5900(288)
Initial Obligation Date:			9/21/2016					
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2016	\$ 97,515				\$ 97,515
Local	Match	2020	-	\$ 74,166			\$ -
Other	Local	2020		\$ 722,166			\$ 722,166
Local	Match	2021			\$ 11,445		\$ -
Other	Local	2021			\$ 111,445		\$ 111,445
Local	Match	2021				\$ 446,372	\$ -
Other	Local	2021				\$ 4,346,372	\$ 4,346,372
							\$ -
						Local Total	\$ 5,179,983
Phase Totals Before Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Phase Totals After Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Year Of Expenditure (YOE):							\$ 6,129,498
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 de-programs the PE, ROW, and Construction phase CMAQ from the project and replaces it with local funds from Portland. Portland's will initially complete the project with their local funds. The proposed projects identified in the planning study raised some delivery efficiency questions with the use of CMAQ to complete the project. As a result, Metro, TriMet, and Portland developed a project fund exchange to complete Portland's Central City project with local funds.							
The fund exchange has been approved with TriMet to commit the CMAQ to an appropriate CMAQ eligible project. TriMet will provide Metro with the local funds as part of the fund exchange. Metro will reimburse Portland as required. Portland's project will be locally administered and monitored by Metro through a separate IGA. The Central City Safety Project will remain in the 2018-21 MTIP, but will not need to be carried over into the 2021-2026 MTIP. TriMet will use the CMAQ funds to purchase electric buses.							
RTP References:							
> RTP IDs: 11832 - Central City Multimodal Safety Improvements, Phase 2							
> RTP Description: Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase.							
> Will Performance Measurements Apply: Appears Yes							
Fund Codes:							
> CMAQ = Federal Congestion Mitigation Air Quality improvement program funds. CMAQ funds provide funding to support projects that provide a maximum air quality improvement benefit. CMAQ funds are allocated to Metro via a statewide formula allocation							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo
- > Project Manager or Agency Contact(s): Gabriel Graff, PBOT
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



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

Formal Amendment
CANCELLED PROJECT
 5th Amendment to Project

Lead Agency: TriMet	Project Type: Transit	ODOT Key: 20844
Project Name: Division Transit Project (2019)	ODOT Type: Transit	MTIP ID: 70930
	Performance Meas: Yes	Status: T22
	Capacity Enhancing: No	Comp Date: N/A
	Conformity Exempt: Yes	RTP ID: 11590
	On State Hwy Sys: No	RFFA ID: N/A
Project Status: T22 = Programming actions in progress or programmed in current MTIP	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

Detailed Description: None	CANCELLED PROJECT
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STIP Description: High capacity transit on Division from Portland CBD to Gresham TC.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other/Transit	Total
Federal Funds								
5309-SS	FF40	2020					\$ 7,718,985	\$ 7,718,985
							\$	-
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 7,718,985
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds									
Local	Match	2020	-				\$ 5,145,990	\$ 5,145,990	
							\$	-	
							Local Total	\$ -	
Phase Totals Before Amend:		\$	-	\$	-	\$	-	\$ 7,718,985	\$ 7,718,985
Phase Totals After Amend:		\$	-	\$	-	\$	-	\$ -	\$ -
Year Of Expenditure (YOE):								\$	175,000,000

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels the 5309 small starts funds from the 2019 Division Transit Project allocation as for 2019. FTA will approve the FY 2020 and 2021 allocations from Keys 20845 and 20846. Together, they total \$90 million. The project's final approval amount at a 50% federal contribution rate is approximately \$87.5 million of 5309 small start funds. TriMet's grant approval in TrAMS. is estimated to occur by December 2019. Obligating the funds using Keys 20845 and 20846 simplifies the grant approval process for FTA. Key 20844 was slipped into FY 2020 via the STIP Re-Balancing amendment during late July and now is being cancelled from the MTIP. . Key 20846 is currently programmed in 2021 with \$34,688,806 and will be administratively advanced to FY 2020. Deleting Key 20844 does not negatively impact the project. By advancing Key 20846 into 2020, Key 20844 becomes an unnecessary project in the MTIP.

The Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.

The estimated construction total project cost is \$175 million dollars, The funding originates from multiple sources including FTA (via the FTA Section 5309 Small Starts grant supporting 50% of the project cost, CMAQ funds from Metro/FHWA, State contributions, and various local contributions. The funding contribution split is approximately \$113.84 in federal funds, 0.75 million in state funds and \$60.09 million in local funds . Service is expected to be initiated in 2022. Additional project details can be found on TriMet's website at <https://trimet.org/division/>.

RTP References:

> RTP IDs: 11590 - HCT: Division Transit Project: Capital Construction

> RTP Description: The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.

Will Performance Measurements Apply: Appears Yes

Fund Codes:

- > 5309 Small Starts = Federal Section 5309 Small Starts funding allocated by FTA in a discretionary basis to support capital transit improvements.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo



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

Formal Amendment
CANCELLED PROJECT
 2nd Amendment to Project

Lead Agency: Tualatin	Project Type:	Planning	ODOT Key:	20815
Project Name: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	ODOT Type:	Planning	MTIP ID:	70881
	Performance Meas:	No	Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds	Capacity Enhancing:	No	Comp Date:	N/A
	Conformity Exempt:	Yes	RTP ID:	10715
Short Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	On State Hwy Sys:	No	RFFA ID:	50292
	Mile Post Begin:	N/A	RFFA Cycle:	2019-21
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2019	Past Amend:	1
	Years Active:	2	OTC Approval:	No

Detailed Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

STIP Description: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Rd

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	2230	2020	\$ 625,000					\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2020	\$ 71,534				\$ -
Local	Match	2020	\$ 28,466	-			\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:		\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
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.							
Amendment Summary:							
The formal amendment de-programs the STBG and transfers it to Washington County's Basalt Creek Pkwy improvement project in Key 19358. Tualatin has agreed to provide Washington County the STBG in exchange for local funds to complete the Herman Rd project development effort. Washington County will provide Metro the \$625,000 of local funds. Tualatin will complete reimbursements through Metro to complete project development activities for Herman Rd. The 625,000 of STBG will be re-programmed to the Basalt Creek Parkway's PE phase in Key 19358. As a result of the three-way fund exchange, Tualatin's Herman Road project will only require local funds and can be canceled from the MTIP and STIP, Metro will provide local oversight of the Herman Rd project development project study.							
RTP References:							
> RTP IDs: 10715 - Herman							
> RTP Description: To improve safety and add active transportation options: Upgrade this road section to urban standards with sidewalks, bicycle lanes and curbs/gutters.							
Will Performance Measurements Apply: Appears No							
Fund Codes:							
> STBG = Federal Surface Transportation Block Grant funds allocated to Metro. Metro then awards a portion of the STBG annual allocation to eligible Regional Flexible Fund Allocation (RFFA) awarded projects. STBG funds may be used for various transportation system improvements.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							
Amendment Review and Development Personnel:							
> Exemption Status: Exempt project . Project is located on the NHS: No Located on the Metro Modeling network: YES. Minor Arterial in the Motor Vehicle Network							
> Regionally Significant Project: N/A ODOT LAL: . N/A Metro Manager: Grace Cho Project Manager or Agency Contact(s): N/A							
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia							



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

Formal Amendment
FUND EXCHANGE
 2nd Amendment to Project

Lead Agency: Washington County	Project Type:	Modern	ODOT Key:	19358
Project Name: Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	ODOT Type	Capital	MTIP ID:	70789
	Performance Meas:	Yes	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing:	Yes	Comp Date:	1/31/2023
	Conformity Exempt:	No	RTP ID:	11470
Short Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	On State Hwy Sys:	No	RFFA ID:	50296
	Mile Post Begin:	N/A	RFFA Cycle:	2019-21
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2016	Past Amend:	1
	Years Active:	5	OTC Approval:	No

Detailed Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Pkwy would have an east-west alignment that would cross the Seely Ditch with a 600 ft long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	Z230	2016		\$ 2,132,000				\$ -
STP-U	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2020			\$ 2,805,879			\$ 2,805,879
								\$ -
							Federal Totals:	\$ 5,562,879
Federal Fund Obligations:				\$ 2,132,000				Federal Aid ID
EA Number:				PE002708				C067(109)
Initial Obligation Date:				8/16/2019				
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:									
EA Number:									
Initial Obligation Date:									
Local Funds									
Local	Match	2016	\$ 244,017				\$	-	
Local	Match	2016		\$	315,551		\$	315,551	
Local	Match	2020			\$	321,145		\$	321,145
Other	OVM	2020			\$	873,976		\$	873,976
Other	OTH0	2021					\$ 28,798,000	\$	-
Other	OTH0	2021					\$ 28,173,000	\$	28,173,000
								\$	-
								\$	-
							Local Total	\$	29,683,672
Phase Totals Before Amend:	\$	-	\$ 2,376,017	\$	4,001,000	\$	-	\$ 28,798,000	\$ 35,175,017
Phase Totals After Amend:	\$	-	\$ 3,072,551	\$	4,001,000	\$	-	\$ 28,173,000	\$ 35,246,551
Year Of Expenditure (YOE):								\$	35,246,551
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 \$625,000 of federal STP funds to the PE phase to support continued PE activities to complete the PS&E package. STP funds originate from Key 20815, Tualatin's SW Herman Rd - SW 124th Ave to SW Cheyenne Way project development project. The second part of the fund exchange requires Washington County to provide Metro with \$625,000 of local funds (pulled from the Construction phase. At this time the construction phase does not require backfill. If the Construction phase is higher, a project amendment will occur at the 90% design/plans completion point. Through a multi-agency IGA, Metro will reimburse Tualatin for costs to complete their SW Herman Rd project. Tualatin will complete their project now with only local funds. The net change to Washington County's Basalt Rd project is that it increases by \$71,534 to an estimated \$35,246,551.									
RTP References:									
> RTP IDs: 11470 - Basalt Creek Parkway									
> RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.									
> Will Performance Measurements Apply: Appears Yes									
Fund Codes:									
> STP/STBG-U = Federal Surface Transportation Program/Surface Transportation Block Grant allocated to Metro through an annual formula allocation. A portion of these funds are awarded on a competitive basis to local agencies through the Regional Flexible Fund Allocation (RFFA) program									
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs									
> Other = Additional local funds contributing to the project beyond the required match.									
Amendment Review and Development Personnel:									
> Exemption Status: Non Exempt project. The new Basalt Rd extension has been modeled in the 2018 RTP Motor Vehicle network									
> Project is located on the NHS: No Located on the Metro Modeling network: YES. Will be come a major arterial in the Metro Motor Vehicle modeling network									
> Regionally Significant Project: Yes - federal funds and inclusion in the motor vehicle network									
> ODOT LAL: . Justin Bernt Project Manager or Agency Contact(s): Melissa De Lyser, Public Affairs and Communications Manager									
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia									

Memo



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, October 4, 2019
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: October 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5037

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, TUALATIN, TRIMET, AND WASHINGTON COUNTY (OC20-02-OCT)

BACKGROUND

What This Is:

The October 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Portland, Tualatin, TriMet, and Washington County. Four projects comprise the amendment bundle.

What is the requested action?

TPAC is providing JPACT notification of the October 2019 formal amendment and requests JPACT approval and a recommendation for approval from Metro Council for Resolution 19-5037 enabling the projects to be amended correctly into the 2018 MTIP and with final approval to occur from USDOT.

Proposed October 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC20-02-OCT Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	Portland Central City Safety Project - Phase 2 Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	FUND EXCHANGE: The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	CANCEL PROJECT: The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.

20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	<u>CANCEL PROJECT:</u> The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.
19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	<u>FUND EXCHANGE:</u> The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement

A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1:		Portland Central City Safety Project – Phase 2 (Central City In Motion)	
Lead Agency:	Portland		
ODOT Key Number:	19299	MTIP ID Number:	70677
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none">Proposed improvements (Project Development Phase):<ul style="list-style-type: none">The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.The final deliverable will be a list of projects to fund pedestrian and bicycle improvementsThe implementation phase will use the remaining Regional Flexible Fund Allocation (RFFA) award to fund specific projects that emerge from the project development study.Source: Existing MTIP projectFunding: FHWA Congestion Mitigation Air Quality (CMAQ) funds to complete project development activities awarded from 2008-11 RFFA project callType: Active Transportation/Transit/SafetyLocation: The PBOT “Central City In Motion” project development study recommends a total of 18 projects to provide various active transportation, transit, and safety upgrades throughout the Portland central city region.Cross Streets: N/A – various locations recommendedMile Post Limits: N/A		

- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Project is now ready to move out of pre-NEPA, project development into NEPA and Preliminary Engineering (PE)
- STIP Amendment Number: TBD
- MTIP Amendment Number: OC20-02-OCT

AMENDMENT ACTION: FUND EXCHANGE

Originally named the Central City Safety Improvement Project – Phase 2, the revised project name of Central City In Motion will complete a formal MTIP amendment to de-program the remaining awarded unobligated CMAQ funding with local funds.

A total of \$5.5 million of federal RFFA funds were awarded to the project from the 2008-2011 RFFA call. \$852,000 of CMAQ (and local match) was programmed in support of required project development activities. \$4,648,000 remain of awarded RFFA funds to support PE, Right-of-Way (ROW), and Construction phase needs.

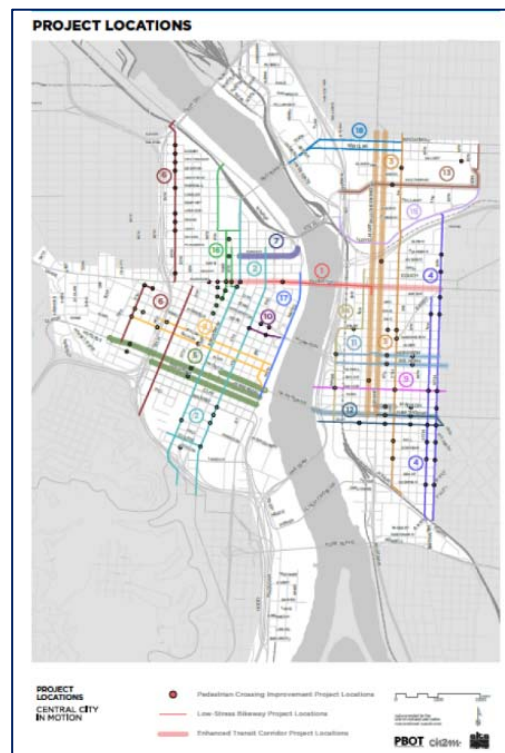
LEAD AGENCY		Portland					
PROJECT NAME		Portland Central City Safety Project - Phase 2					
Project IDs		Project Description				Project Type	
ODOT KEY	19299	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.				Bike	
MTIP ID	70677						
RTP ID	10232						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2020	CMAQ - Urban	\$648,000	\$74,166	\$0	\$722,166
Purchase right of way		2021	CMAQ - Urban	\$100,000	\$11,445	\$0	\$111,445
Construction		2021	CMAQ - URBAN	\$3,900,000	\$446,372	\$0	\$4,346,372
FY 18-21 Totals				\$4,648,000	\$531,983	\$0	\$5,179,983
Prior Years' Totals				\$852,000	\$97,515	\$0	\$949,515
Estimated Project Cost (VOES)				\$5,500,000	\$629,498	\$0	\$6,129,498

What is changing?

The Central City In Motion project was designed to be implemented in two stages. First, Portland would complete the project development study to develop a final list of priority projects eligible for CMAQ funds. Second, a portion of the final list of projects would be funded with the awarded CMAQ from the Metro RFFA call.

\$5,179,983 of CMAQ and local match from the total award was committed and programmed in the MTIP for the Construction phase. However, upon receipt of the Central City In Motion Implementation Plan, delivery discussions began to emerge.

The estimated costs of the 18 recommended projects covering an implementation period of five years totaled \$35.7 million which greatly exceed the \$4.3 construction phase funding amount. Questions emerged concerning how much “bang for the buck” could be achieved if the selected



	<p>projects remained federalized. PBOT indicated they could deliver the projects faster if they were locally funded and maximize funding efficiencies.</p> <p>Recommended projects for implementation</p> <p>1-5 Year Project Recommendations Projects are not listed in priority order</p> <table><tr><th>#</th><th>NAME/DESCRIPTION</th><th>APPROXIMATE COST</th><th colspan="3">PRIMARY ELEMENTS</th></tr><tr><th></th><th></th><th></th><th>Transit Priority</th><th>Safer Crossings</th><th>Low-stress Bikeways</th></tr><tr><td>1</td><td>Burnside (from W 10th to E 12th)</td><td>\$5.5M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>2</td><td>Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College</td><td>\$6.6M</td><td></td><td>x</td><td>x</td></tr><tr><td>3</td><td>NE/SE 7th Avenue (from Sullivan's Span to Division)</td><td>\$4.5M</td><td></td><td>x</td><td>x</td></tr><tr><td>3</td><td>Grand</td><td>\$900K</td><td>x</td><td>x</td><td></td></tr><tr><td>5</td><td>SW Madison (from SW 5th to SW 1st)</td><td>\$170K</td><td>x</td><td></td><td></td></tr><tr><td>6</td><td>NW 14th (from Burnside to Front)</td><td>\$530K</td><td></td><td>x</td><td>x</td></tr><tr><td>7</td><td>NW Everett (from Broadway to Steel Bridge)</td><td>\$1M</td><td>x</td><td></td><td></td></tr><tr><td>8</td><td>SW Salmon/SW Taylor/SW 1st</td><td>\$3.9M</td><td></td><td>x</td><td>x</td></tr><tr><td>9</td><td>SE Salmon</td><td>\$490K</td><td></td><td>x</td><td>x</td></tr><tr><td>12</td><td>SE Hawthorne (from viaduct to 12th)</td><td>\$1.2M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>13</td><td>NE Multnomah</td><td>\$3.8M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>15</td><td>NE Lloyd (from MLK to 12th)</td><td>\$740K</td><td></td><td>x</td><td>x</td></tr><tr><td>16</td><td>Pedestrian crossings of Burnside</td><td>\$870K</td><td></td><td>x</td><td></td></tr><tr><td>17</td><td>Naito</td><td>\$4M</td><td></td><td></td><td>x</td></tr><tr><td>18</td><td>NE Broadway/Weidler (phase I)</td><td>\$1.5M</td><td></td><td>x</td><td>x</td></tr><tr><td colspan="2">TOTAL 1-5 YEAR PROGRAM COST</td><td>\$35.7M</td><td></td><td></td><td></td></tr></table> <p>As a result of these questions, Metro, ODOT, and PBOT began examining other funding options. Metro and PBOT approached TriMet to evaluate if a local fund exchange was feasible. Discussions began around November 2018 to work through the logistics of the fund exchange with a conceptual agreement finally reached among the three agencies around June 2019. Development of a locally developed Intergovernmental Agreement (IGA) is now at the final draft/review stage allowing the MTIP de-programming action to occur. TriMet will provide the local funds in exchange for the CMAQ funds.</p> <p>Key 19299 will now become a locally funded project in the MTIP. Metro will monitor delivery of the project through a separate IGA. The project will not be carried over into the 2021-2026 MTIP when it is updated.</p> <p>The CMAQ funds de-programmed from the central City Safety Project Phase 2 will be committed to TriMet for their later purchase of electric buses.</p>	#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS						Transit Priority	Safer Crossings	Low-stress Bikeways	1	Burnside (from W 10th to E 12th)	\$5.5M	x	x	x	2	Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College	\$6.6M		x	x	3	NE/SE 7th Avenue (from Sullivan's Span to Division)	\$4.5M		x	x	3	Grand	\$900K	x	x		5	SW Madison (from SW 5th to SW 1st)	\$170K	x			6	NW 14th (from Burnside to Front)	\$530K		x	x	7	NW Everett (from Broadway to Steel Bridge)	\$1M	x			8	SW Salmon/SW Taylor/SW 1st	\$3.9M		x	x	9	SE Salmon	\$490K		x	x	12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x	13	NE Multnomah	\$3.8M	x	x	x	15	NE Lloyd (from MLK to 12th)	\$740K		x	x	16	Pedestrian crossings of Burnside	\$870K		x		17	Naito	\$4M			x	18	NE Broadway/Weidler (phase I)	\$1.5M		x	x	TOTAL 1-5 YEAR PROGRAM COST		\$35.7M			
#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS																																																																																																										
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12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x																																																																																																								
13	NE Multnomah	\$3.8M	x	x	x																																																																																																								
15	NE Lloyd (from MLK to 12th)	\$740K		x	x																																																																																																								
16	Pedestrian crossings of Burnside	\$870K		x																																																																																																									
17	Naito	\$4M			x																																																																																																								
18	NE Broadway/Weidler (phase I)	\$1.5M		x	x																																																																																																								
TOTAL 1-5 YEAR PROGRAM COST		\$35.7M																																																																																																											
Additional Details:	Additional details about the Central City In Motion program can be found at: https://www.portlandoregon.gov/transportation/71158																																																																																																												
Why a Formal amendment is required?	A formal/full amendment is occurring to complete the required changes due to the complexity of the fund exchange among the three agencies.																																																																																																												
Total Programmed Amount:	The total project programming amount remains unchanged at \$6,129,498																																																																																																												
Added Notes:																																																																																																													

Project 2: Division Transit Project (2019)	
Lead Agency:	TriMet
ODOT Key Number:	20844
	MTIP ID Number: 70930
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: High capacity transit on Division from Portland Central Business District to Gresham Town Center. Source: Existing MTIP project.

- Funding: Federal Transit Administration (FTA) Section 5309 Small Starts funds
- Type: Transit
- Location: The alignment is from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge and east along Division St to Gresham the Cleveland station Park-n-Ride
- Cross Streets: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: T22 = Programming actions in progress or programmed in current MTIP
- STIP Amendment Number: TBD
- MTIP Amendment Number: SP20-01-SEP



AMENDMENT ACTION: CANCEL PROJECT

This formal amendment to the MTIP removes TriMet's Division Transit Project (2019) allocation from the 2018-21 MTIP.

TriMet's Division Transit project is funded from FTA discretionary Section 5309 Small Starts funding program. The overall project cost is approximately \$175 million has been awarded up to \$87.5 million of 5309 Small Starts funding. Since the funding awards are very large, FTA often allocates the funding over a multiple year period.

Once an agency receives confirmation of the funding, MTIP programming can then occur. MTIP programming is required to obligate the funds. However, MTIP programming may occur very early in the life of the project based on initial funding estimates.

What is changing?

In the 2018-21 MTIP, three years of 5309 Small Starts funds along with required match were programmed over FY 2019-21 as part of the 2018 MTIP Update. The programming logic at that time indicated the following allocation could occur:

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2019)				
Project IDs		Project Description				Project Type
ODOT KEY	20844	High capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70930					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2019	5309 Small Starts	\$7,718,985	\$5,145,990	\$0	\$12,864,975
FY 18-21 Totals			\$7,718,985	\$5,145,990	\$0	\$12,864,975
Estimated Project Cost (YOE\$)			\$7,718,985	\$5,145,990	\$0	\$12,864,975

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20845	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70931					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2020	5309 Small Starts	\$56,005,914	\$37,337,276	\$0	\$93,343,190
FY 18-21 Totals			\$56,005,914	\$37,337,276	\$0	\$93,343,190
Estimated Project Cost (YOE\$)			\$56,005,914	\$37,337,276	\$0	\$93,343,190

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20846	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70932					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2021	5309 Small Starts	\$34,688,806	\$23,125,871	\$0	\$57,814,677
FY 18-21 Totals			\$34,688,806	\$23,125,871	\$0	\$57,814,677
Estimated Project Cost (YOE\$)			\$34,688,806	\$23,125,871	\$0	\$57,814,677

The three-year 5309 programming totals \$98,413,705. As mention previously, FTA has authorized approximately \$87.5 to support the Division Transit Project. TriMet is now ready to secure the grant award through FTA's TrAMS system to implement the project.

FTA has requested that the 5309 Small Start funding be sourced from Keys 20845 and 20846 since together they are above the needed \$87.5 million threshold. Because these two projects contain the required 509 Small Starts funds, the FY 2019 programming in Key 20844 is now not required. As a result Key 20844 can be canceled from the MTIP as the programmed funds are not required to support the Division Transit Project.

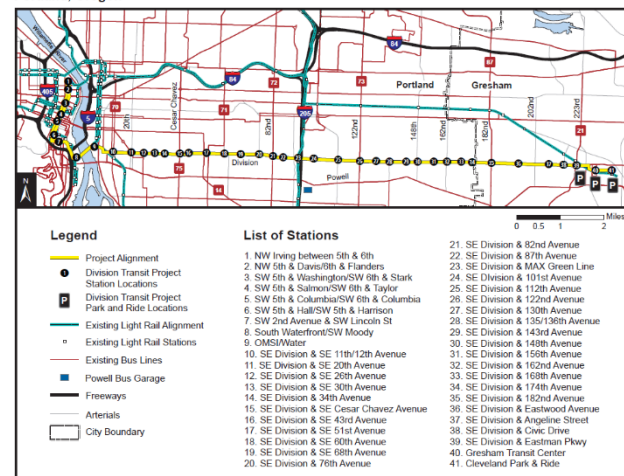
Key 20846 also will be advanced from FY 2021 via separate Administrative Modification per guidance from FTA.

Additional Details:

The TriMet Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell


Division Transit Project
Portland, Oregon

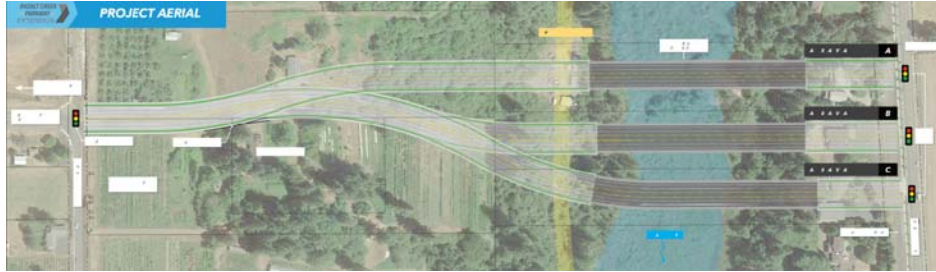
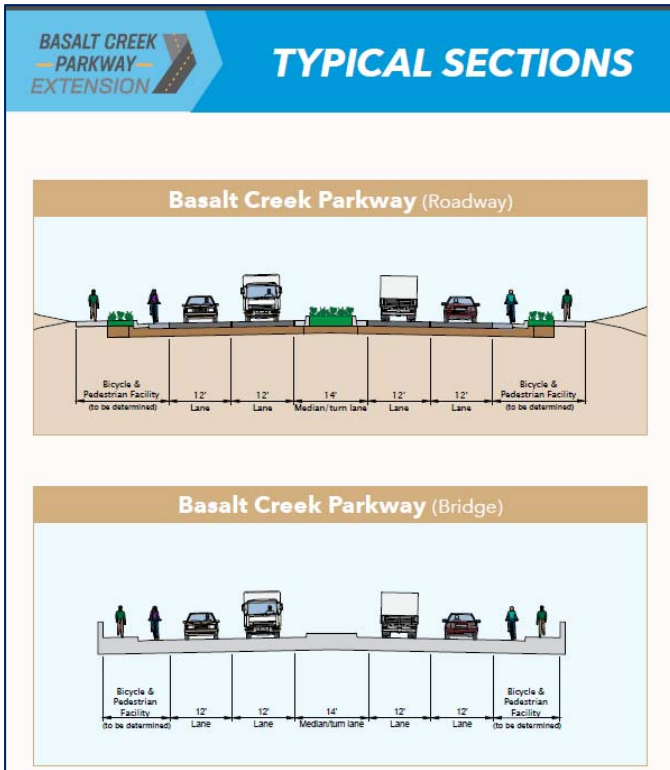


	<p>Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.</p> <p>Service is expected to be initiated in 2022. Additional project entails can be found on TriMet's website at https://trimet.org/division/.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount for Key 20844 decreases from \$7,718,985 to \$0
Added Notes:	

Project 3: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	
Lead Agency:	Tualatin
ODOT Key Number:	20815 MTIP ID Number: 70881
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road Source: Existing MTIP project. Funding: Federal STBG funds awarded from the 2019-21 RFFA project call Type: Planning/Project Development Location: On SE Herman Rd Cross Streets: Between SW 124th Ave and SW Cheyenne Way Overall Mile Post Limits: N/A Current Status Code: A = In approved MTIP moving forward to obligate funds STIP Amendment Number: TBD MTIP Amendment Number: OC20-02-OCT
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The formal amendment cancels the project from the 2018-21 MTIP.</p> <p>Tualatin's SW Herman Rd improvement project is a FY 2019-21 RFFA awarded project in support of required project development activities prior to starting Preliminary Engineering. Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p> <p>The SW Herman Rd project proposes various active transportation (pedestrian and bicycle) improvements between SW 124th Ave and Cheyenne Way. The project intends to provide a much needed safety corridor for bikes and pedestrians connecting residential neighborhoods with Tualatin's major employment district. The project will also improve Herman Rd to allow for more transit stops on the existing last mile transit shuttle served by Ride Connection. The RFFA award to the project totaled \$625,000 of federal STBG funds.</p> <p>Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p>

	<p>Tualatin and Washington County contacted Metro to discuss the feasibility of de-federalizing the SW Herman Rd improvement project through a possible fund exchange. A three-way fund exchange has now been approved among Tualatin, Metro, and Washington County.</p> <p>The unobligated \$625,000 of STBG from the Herman Rd project in Key 20815 is being de-programmed and transferred to Washington County's Basalt Creek Parkway Extension project in Key 19358. Washington County will provide Metro with \$625,000 of local funds from the Key 19358. Tualatin will continue project development actions for their SW Herman Rd project and seek reimbursements through Metro.</p>
Additional Details:	A separate three-way IGA has been developed and executed among Metro, Tualatin, and Washington County to complete the fund exchange. This now allows Tualatin's SW Herman Rd project to continue project development activities as a locally funded project. As such, the project is not required to be in the MTIP and is being removed now that the IGA has been executed.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount decreases from \$725,000 to \$0
Added Notes:	

Project 4: Basalt Creek Ext: Grahams Ferry Rd to Boones Ferry Rd	
Lead Agency:	Washington County
ODOT Key Number:	19358 MTIP ID Number: T70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct a new Basalt Creek Pkwy extension from Grahams Ferry Rd to Boone Ferry Rd Source: Existing MTIP project Funding: Federal RFFA Award funds along with Washington County MSTIP local funding allocation Type: Capacity enhancing roadway improvement Location: In SW Washington County west of I-5 and south of Tualatin Cross Street Limits: Grahams Ferry Rd to Boones Ferry Rd Overall Mile Post Limits: N/A (arterial) Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: TBD MTIP Amendment Number: OCT20-01-OCT 
What is changing?	<p>AMENDMENT ACTION: FUND EXCHANGE</p> <p>The formal amendment adds \$625,000 of STBG and required match to the PE phase in Key 19358. The STBG originates from Tualatin's SW Herman Rd project in Key 20815 (also included in this amendment bundle). The additional STBG will support require final design requirements form Washington County to complete the Project Specifications, and Estimates (PS&E) package which is required prior to authorizing the construction phase.</p>

	<p>As part of the fund exchange Washington, County will transfer \$625,000 of local funds from Key 19358 (Basalt Creek Parkway Extension) to Metro. Tualatin will then seek reimbursement for these local funds in support of their project development scope for the SW Herman Rd project.</p>
Additional Details:	<p>Washington County's Basalt Creek Extension will lengthen the Basalt Creek Parkway from Grahams Ferry Rd to Boones Ferry Rd, west of I-5. The possible alignments and planned section configuration are shown below.</p>  
Why a Formal amendment is required?	The fund exchange is tied to Tualatin's SW Herman Rd project in Key 20815 which is being cancelled through this amendment bundle. For consistency, the unexchange is completing a formal amendment as well.
Total Programmed Amount:	The total project programming amount slightly increases from \$35,175,017 to \$35,246,551
Added Notes:	

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.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.

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.	

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the October 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	September 27, 2019
● TPAC notification and approval recommendation.....	October 4, 2019
● JPACT approval and recommendation to Council.....	October 17, 2019*
● Completion of public notification process.....	October 28, 2019
● Metro Council approval.....	October 31, 2019

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	November 5, 2019
● Amendment bundle submission to ODOT for review.....	November 6, 2019
● Submission of the final amendment package to USDOT.....	November 6, 2019
● ODOT clarification and approval.....	Late November, 2019
● USDOT clarification and final amendment approval.....	Late November to early December, 2019

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION FOR JPACT:

TPAC recommends the approval of Resolution 19-5037.

Attachment: Project Location Maps

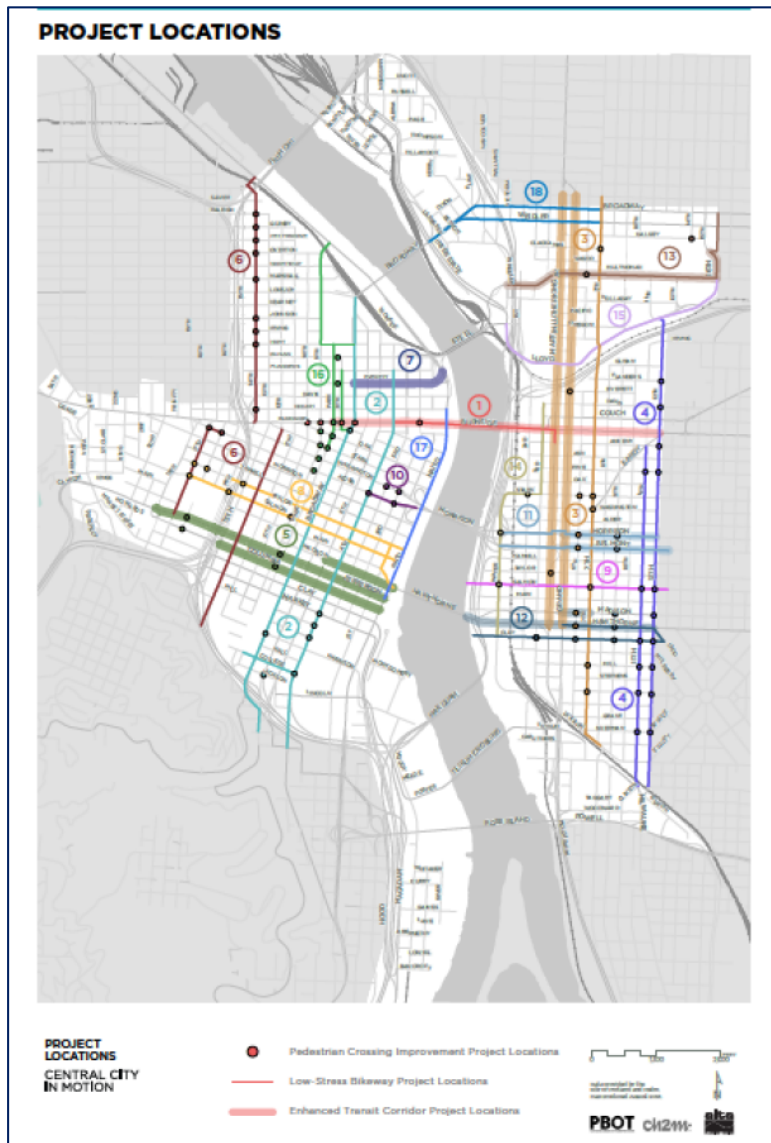
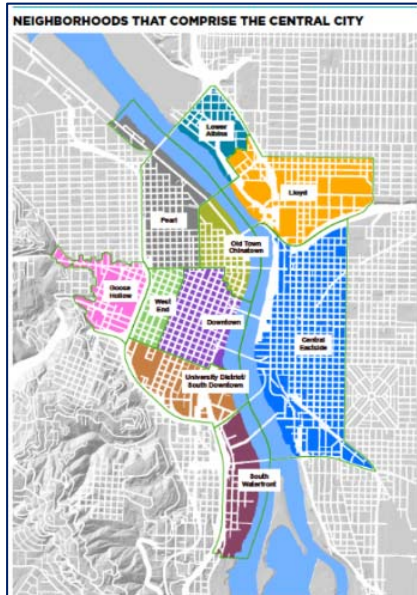
Date: Friday, October 4, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the October 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

Available project location maps are included for reference to their applicable projects and include:

- Page 2:
Key 19299: Portland Central City Safety Project Phase 2 (Also Central City In Motion)
- Page 3:
Key 20844: TriMet Division Transit Project
- Page 4:
Key 20815: SW Herman Rd – SW 124th Ave to Cheyenne Way
- Page 5:
Key 19358: Basalt Creek Parkway Extension

Key 19299
Portland Central City Safety Project Phase 2/Central City In Motion

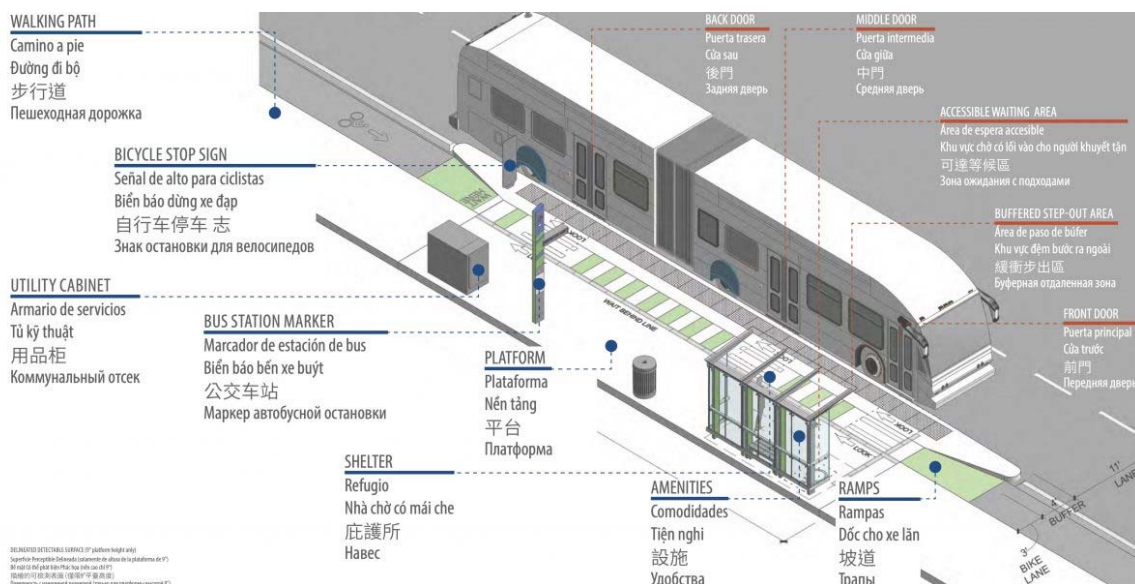
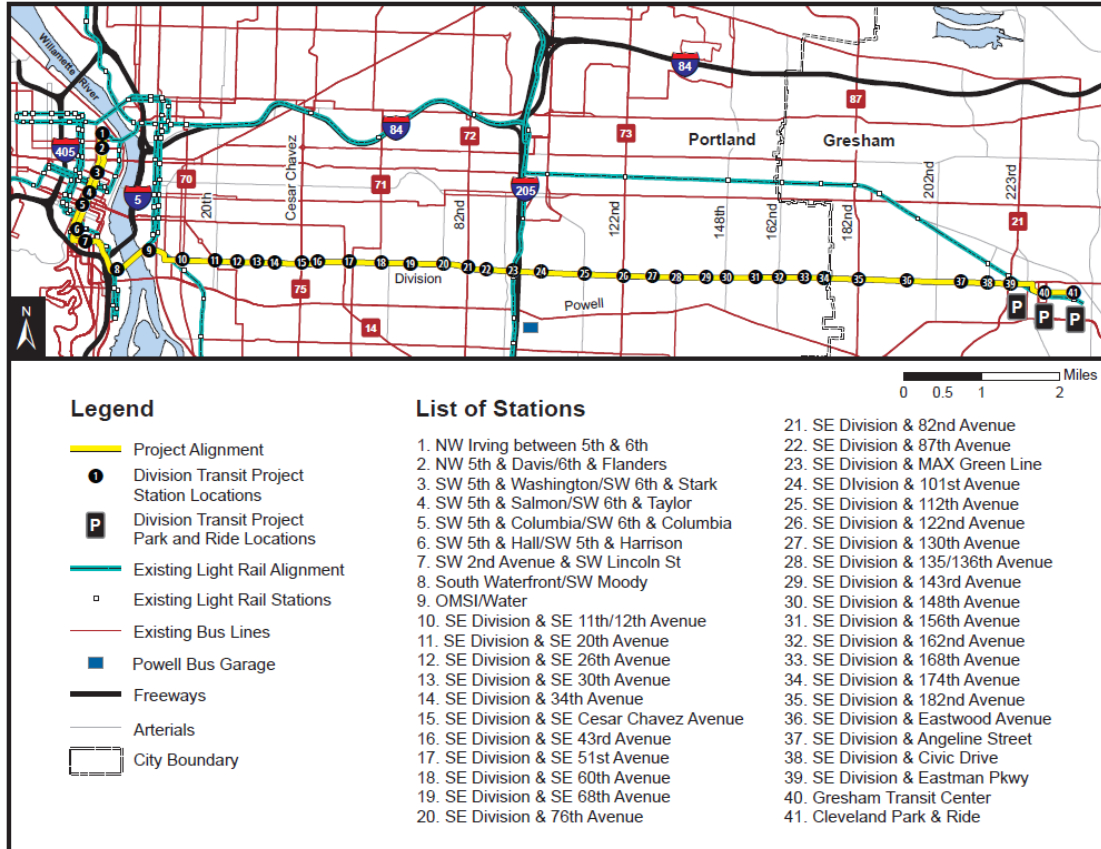


Key 20844

TriMet Division Transit Project

Division Transit Project

Portland, Oregon



Key 20815

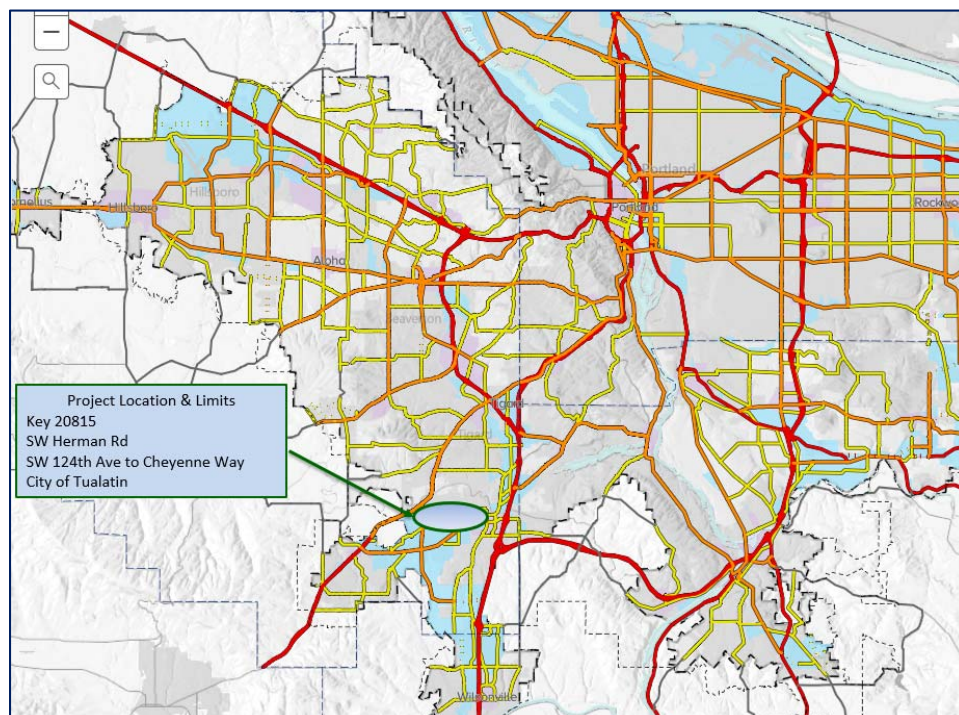
SW Herman RD: SW 124th Ave – SW Cheyenne Way

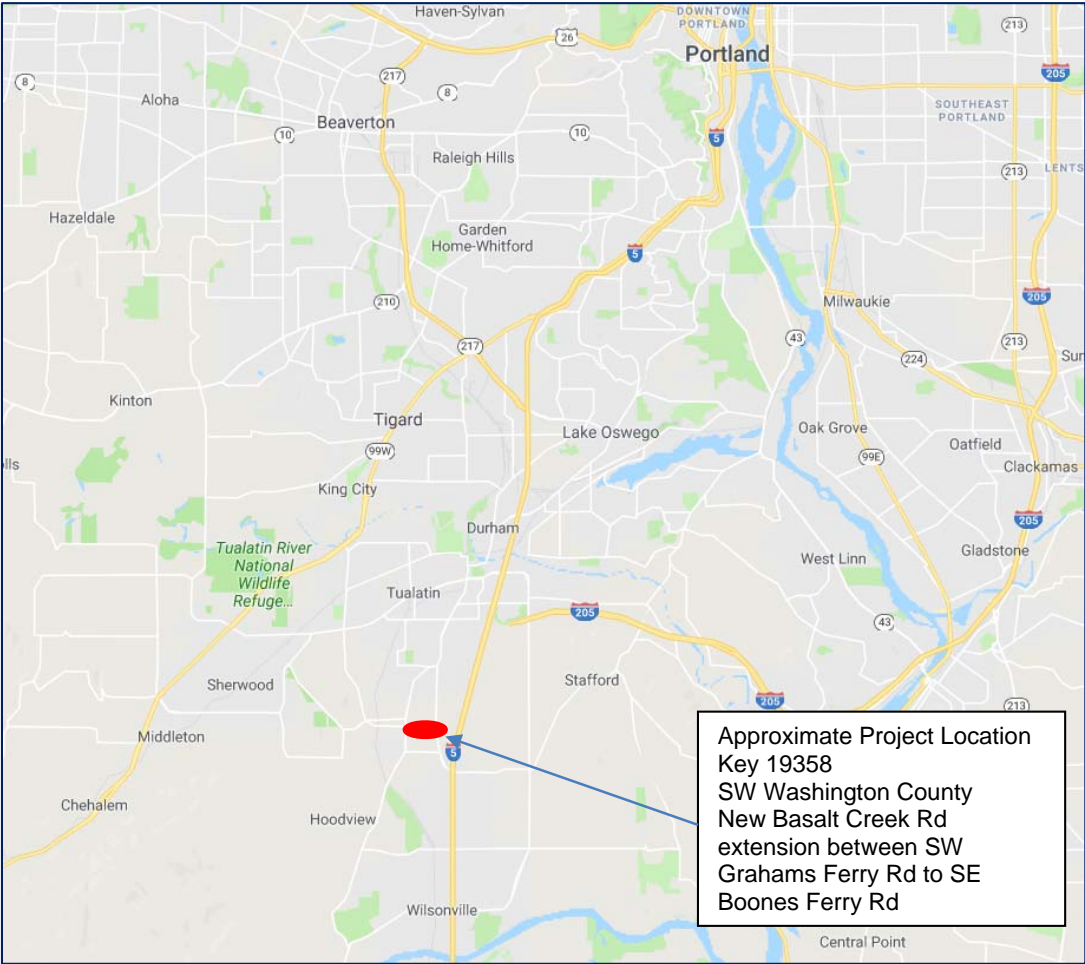
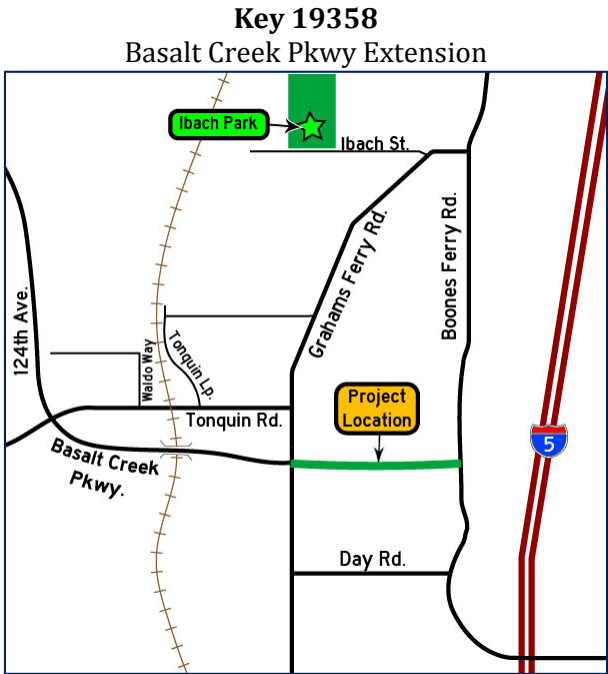


City of Tualatin
www.tualatinoregon.gov

HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT

PROJECT EXTENTS MAP - Washington County MSTIP Opportunity Fund Request





4.2 Consideration of September 19, 2019

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2019
Metro Regional Center, Council Chamber



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

September 19, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Nina DeConcini
Tim Knapp
Doug Kelsey
Paul Savas
Carley Francis
Jessica Vega Pederson
Anne McEnerney-Ogle
Roy Rogers
Karylinn Echols
Denny Dole
Curtis Robinhold

AFFILIATION

Metro Council
Metro Council
Metro Council
Oregon Department of Environmental Quality (ODEQ)
City of Wilsonville, Cities of Clackamas County
TriMet
Clackamas County
Washington State Department of Transportation
Multnomah County
City of Vancouver
Washington County
City of Gresham, Cities of Multnomah County
City of Beaverton, Cities of Washington County
Port of Portland

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly

AFFILIATION

Oregon Department of Transportation
City of Portland

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Jef Dalin

AFFILIATION

Oregon Department of Transportation
City of Portland
City of Cornelius, Cities of Washington County

OTHERS PRESENT: Dwight Brashhear, Sharon Nasset, Jennifer John, Jean Senechal Bigg, Kathy Hyzy and Mark Grat

STAFF: Sara Farrokhzadian, Margi Bradway, Carrie MacLaren, Anne Buzzini, Kate Fagerholm, Andre Bealer and Marlene Guzman

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the meeting to order at 7:29 am. She asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Sharron Nasset—shared that the Port of Portland had won several awards for its service excellence. She raised concerns about the airport capacity and its construction on a flood plain. Ms. Nasset urged committee members to stop expanding the current airport and instead consider Clark County as a potential site for an international airport. She suggested that creating an emergency center would help fund the construction of a new international airport.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Councilor Shirley Craddick noted that she attended Rail-Volution, a conference in Vancouver, British Columbia which convened professionals who shared a passion for transit, livability and communities. She thanked those who participated in the conference.

4. CONSENT AGENDA

MOTION: Mayor Denny Doyle and Councilor Karylinn Echols seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 2022-24 Regional Flexible Funds Allocation

Chair Craddick introduced the presenter Mr. Dan Kaempff, Principal Transportation Planner, and reviewed the timeline for the Regional Flexible Funds Allocation (RFFA) process. She noted that the 30 day public comment period began on September 6th. Chair Craddick also highlighted the Metro Council Public Hearing on the Regional Funds Allocation project proposals on September 26th.

Key elements of the presentation included:

Mr. Kaempff provided an overview of the RFFA process. He noted that JPACT adopted the policy direction for Regional Flexible Funds Allocation project in April 2019. Mr. Kaempff explained that the adopted policy direction included \$102 million in funding allocated towards bond repayments as well as program and strategic

investments in regional data collection.

Mr. Kaempff explained that the presentation was focused on step two of the RFFA process. He noted that Metro had approximately \$43 million available for capital improvement investments. Mr. Kaempff explained that this funding would be allocated towards projects relating to active transportation as well as freight and economic development.

Mr. Kaempff remarked that following the adoption of the policy direction in 2019 Metro pivoted towards gathering project applications. He shared that they received twenty three applications in June and these projects were assessed in a four step evaluation process.

Mr. Kaempff explained that the technical evaluation aimed to identify equity, safety, climate and congestion focused projects. He added that the evaluation also determined the potential opportunities and benefits projects could offer. Mr. Kaempff shared that this information was used to illustrate outcomes in a series of radar charts. He emphasized that the furthest points on the radar graphs represented higher outcomes. Mr. Kaempff added that the second step of the evaluation process included a risk assessment conducted by Kittelson. He shared that the third step of the process included a 30 day public comment period conducted by Metro. Mr. Kaempff explained that the final step included input from coordinating committees.

Mr. Kaempff emphasized the role of the four step evaluation process, the Transportation Policy Alternatives Committee (TPAC) and JPACT played in reaching final decisions. He concluded by identifying the next steps of the Regional Flexible Funds Allocation process.

Member discussion included:

- Mayor Tim Knapp asked how Metro weighed input from the coordinating committees. Mr. Kaempff noted that TPAC and JPACT determined how they weighed the information they were provided.
- Commissioner Paul Savas raised concerns about the scoring process for opportunities and benefits in the technical evaluation. Mr. Kaempff stated that the opportunity score for a project was based on information such as: crash history and congestion levels.
- Councilor Bob Stacey expressed his appreciation for the memo and the project. He spoke to the radar charts' objective appearance and the lack of clarity on how rankings were achieved.
- Mayor Knapp suggested that the opportunity concept may have overlooked areas where there were no transportation connections available to assess. Ms.

Margi Bradway, Deputy Director of Planning and Development, explained that there are different kinds of opportunities, such as: the safety, climate, congestion opportunities.

- Commissioner Savas expressed his appreciation for Councilor Stacey's input. He asked clarifying questions about the Trolley Trail opportunity assessment. Commissioner Savas noted that despite having a low opportunity score, the Trolley Trail provided several transportation connections. He asked if the scoring was in lieu of the criteria scoring. Mr. Kaempff noted that JPACT can use information from the technical evaluation, the risk assessment, public comment period and coordinating committees to reach a final decision.
- Commissioner Roy Rogers asked if Metro was considering rankings at the coordinating committee level. Ms. Bradway stated that Metro prefers coordinating committee's to rank their projects in order to simplify the process.

5.2 Transportation Systems Management Operations (TSMO) Strategy

Chair Craddick announced the next presenter, Caleb Winter, Transportation Systems Management Operations (TSMO) Program Manager, to provide an update on TSMO Strategy.

Key elements of the presentation included:

Mr. Winter explained that TSMO worked across four strategic areas, including multimodal traffic management, traffic incident management, traveler information and transportation demand management. He noted that the TSMO strategy aimed to increase reliability by providing low cost ways to address the region's transportation issues. Mr. Winter provided several examples, such as the region's use of freeway ramp meters, advisory speeds and warnings based on travel time.

Mr. Winter emphasized TSMO's effective use of existing infrastructure by investing in Next GEN transit signal priority and freight intelligent transportation systems to address safety concerns. He noted that Metro also aimed to address the region's highest crash intersection by creating automated responses.

Mr. Winter provided an overview of the task work ahead, including an equity assessment, program evaluation and multimodal integrated corridor management. He explained that the equity assessment aimed to align TSMO implementation with regional policies.

Mr. Winter explained the participation to adoption process, which includes

collaboration between project staff, technical and operations advisors. He emphasized that these collaborations also involved work groups, TPAC, the Metro Council and JPACT. Mr. Winter noted that TSMO was in the first phase of the strategic update. He also provided an overview of the projects' five phases. Mr. Winter highlighted the community input component of the Regional Transportation Plan and its emphasis on equitable transportation, safety, transparency and accountability.

Member discussion included:

- Chair Craddick asked for clarification about the project timeline. Mr. Winter noted that Metro would complete the project task work by March 2021.
- Mayor Knapp asked about how Metro evaluated the effectiveness of TSMO strategies that were implemented over the last ten years. Mr. Winter stated that the program evaluation aimed to assess the effectiveness of TSMO strategies. Mayor Knapp advised Metro to share the advances that the region had made as a result of TSMO strategies. Mr. Knapp noted that the public was not well informed about the benefits associated with TSMO strategies. Mr. Winter agreed and stated that Metro aimed to address these concerns in the TSMO strategies.
- Mr. Doug Kelsey asked about the strategic governance structure needed to manage data in the TSMO project. He asked whether that was part of the TSMO strategy study. Mr. Winter shared that Metro was awarded grants to look into data structure and data governance for the region.
- Ms. Carley Francis noted that the Washington State Departments of Transportation had conducted pre and post studies to understand the expected reduction in crashes with the implementation of TSMO strategies.

5.3 Red Line Improvement Project

Chair Craddick introduced Mr. David Unsworth, TriMet Director of Capital Projects, to present on the MAX Red Line Extension and Reliability Improvements Project.

Key elements of the presentation included:

Mr. Unsworth explained that the project aimed to improve service on the westside and service reliability. He provided an overview of the project elements, such as adding a double track at the Airport and Gateway. Mr. Unsworth also noted that TriMet would create an operator break facility in Hillsboro.

Mr. Unsworth explained the project goals to extend the Red Line west of Beaverton Transit Center and provide a direct connection to the Airport. Mr. Unsworth recalled TriMet's second goal to allow the MAX system to operate reliably by improving single track segments.

Mr. Unsworth discussed the proposed improvements for FairPlex, Gateway Transit Center and PDX. He noted that TriMet built a new bridge at Gateway Transit Center with access to an emergency route to Gateway Green Park. Mr. Unsworth expanded upon the Red Line Extension project history. He mentioned that the Red Line Extension was included in the Westside Service Enhancement Plan (2013). Mr. Unsworth also noted that the Gateway and Airport double-tracks were identified as part of system wide modeling of capital improvements in 2017.

Mr. Unsworth provided an overview of the public engagement component of the project, including focused outreach with Gateway stakeholders and the Project Advisory Group. He discussed the project cost and the project timeline.

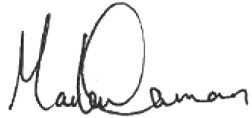
Member discussion included:

- Councilor Echols expressed her appreciation for the presentation. She asked whether the TriMet bonds were existing bonds and Mr. Kelsey agreed.
- Mayor Knapp asked whether the funding sources for the Southwest Corridor interfered with funding sources for the Red Line Improvement Project. Mr. Unsworth stated that the funding sources differed.
- Mr. Curtis Robinhold expressed his appreciation for the project.
- Mr. Kelsey noted that it was important to take a look at how this project was one of the many efforts TriMet was undertaking to address capacity issues in the region.
- Mayor Anne McEnerny-Ogle noted that C-TRAM had a bus from East Vancouver to the airport and expressed her appreciation to TriMet for their partnership.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 8:42 am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER, 19 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	9/19/19	2022-24 Regional Flexible Funds Allocation	091919j-01
5.2	Presentation	9/19/19	Transportation Systems Management Operations Strategy Update	091919j-02
5.2	Presentation	9/19/19	Max Red Line Extension and Reliability Improvements Project	091919j-03

5.2 Regional Transportation Funding Measure Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2019
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, Oct. 3, 2019
To: Joint Policy Advisory Committee on Transportation members and interested parties
From: Andy Shaw, Government Affairs and Policy Development Director
Tyler Frisbee, Transportation Policy Manager
Subject: Regional Transportation Funding Measure Update

Everybody in greater Portland deserves safe and reliable ways to get to work, school, and other destinations, and back home again. However and wherever we travel, we all need roads, buses, trains and streets that work for everyone. Greater Portland is growing quickly. It's fundamental to our future to have a variety of safe, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking or walking.

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan include investments throughout the region, supporting the many ways residents travel today and in the future. The council has been clear that this work must place advancing racial equity and addressing climate change at its core. The council also seeks to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

As greater Portland faces the future, a regional transportation investment measure in 2020 could represent a significant opportunity to connect priorities and make meaningful, strategic investments that improve lives and increase opportunities throughout the region.

At JPACT's Oct. 17 meeting, staff looks forward to providing an update on ongoing work to develop this potential measure with partners and communities throughout the region, and answering any questions JPACT members may have.

This memo provides background on engagement and decision-making to date, as well as recent developments since JPACT's last discussion of the work in May.

Background and Metro Council direction

In December 2018, JPACT and the Metro Council adopted a significant Regional Transportation Plan update, following years of engagement that included over 19,000 touch points with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from residents for safe, smart, reliable and affordable transportation options for everyone and every type of trip.

Built around key values of equity, climate, safety, and congestion relief, the 2018 Regional Transportation Plan recognizes that a growing and changing region demands a new vision for serving people's transportation needs. The themes of this engagement have led directly to the key outcomes and values driving a potential 2020 transportation funding measure. Metro has continued the conversation with the community through a series of community forums in the spring and an online survey in the early summer.

In January 2019, the Metro Council provided direction on key outcomes, principles and the structure of a potential transportation investment measure that could help advance this vision. The

Metro Council also identified several dozen potential key travel corridors where investment could help advance these outcomes as a starting point for further discussion, engagement and prioritization. Finally, the Metro Council approved a charge to provide direction for a Regional Transportation Funding Task Force.

Task Force

The Metro Council is ultimately responsible for what could be referred to the region's voters in 2020, but its decision-making is closely informed by the recommendations of a Transportation Funding Task Force with nearly three dozen leaders representing perspectives and communities throughout the region. Several JPACT members serve on this Task Force.

The Task Force, appointed by the Metro Council President and co-chaired by Multnomah County Commissioner Jessica Vega Pederson and Washington County Commissioner Pam Treece, has met eleven times to date, to identify shared values, discuss travel corridor and program priorities and provide advice and feedback to the Metro Council.

Update on measure development

Corridors

Staff last provided an update to JPACT on this work at the May JPACT meeting. At that time, the Task Force and Metro Council were working to identify which travel corridors should be priorities for investment in a measure. Although the Task Force was unable to reach their 75 percent consensus threshold on a corridor recommendation to the Metro Council in May, the council carefully considered the Task Force's concerns and conversations about the corridors. In early June, the Metro Council selected thirteen Tier 1 travel corridors for further project identification, development and engagement. An additional seventeen corridors were designated as Tier 2 priorities.

Through the summer, three Local Investment Teams of community members with lived experience in each of the counties met to tour the Tier 1 corridors, review potential projects identified by jurisdictional staff, and provide feedback to further inform Task Force and Metro Council discussions about corridors and projects to advance for further consideration for the potential investment measure. The Task Force has reviewed the Local Investment Team feedback and will receive a project development presentation at their next meeting on Oct. 16.

Following continued discussion at its Oct. 30 meeting, the Task Force is expected to make a corridor and project recommendation to the Metro Council on Nov. 20. The council will discuss and provide direction as to what projects it wants to continue to develop for likely inclusion in the measure at its Dec. 10 work session.

Metro is pleased to work with partners to host three forums this month across the region, where community members can learn more and discuss these corridors and potential projects with staff and decision-makers:

Washington County

Monday, Oct. 21, 6 to 8 pm
Walters Cultural Arts Ctr.
527 E Main St.
Hillsboro

Clackamas County

Tuesday, Oct. 22, 6 to 8 pm
The Abernethy Center
606 15th St.
Oregon City

Multnomah County

Thursday, Oct. 24, 6 to 8 pm
The Orchards of 82nd
8118 SE Division St.
Portland

Regionwide programs

In July and August, the Task Force discussed regionwide programs that the Metro Council has directed should constitute the second primary element of the potential measure. These programs are intended to provide community benefits and help advance desired Council and Task Force outcomes across the region, beyond the priority corridors.

Considering community engagement, survey findings and staff analysis of 16 potential regionwide programs, the Task Force provided feedback to the Metro Council in August on which should rise to the top for further development. The Metro Council directed staff to move nine programs forward at a work session on Sept. 24. A tenth priority, Community Strengthening, would be funded through planning for each corridor included in the measure, to ensure that strong equitable development and anti-displacement strategies are in place for each.

Further engagement is planned over the winter to develop these potential programs, including a program summit in early 2020. On Oct. 17, staff will provide JPACT more information on these programs and next steps for their development.

5.3 Regional Mobility Policy Update: Introduction to Draft Work Plan

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2019
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 7, 2019

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 – Draft Work Plan and Engagement Plan

PURPOSE

This memo provides the draft work plan and engagement plan that are proposed to guide the process for updating the regional mobility policy during the next two years.

ACTION REQUESTED

Staff seeks JPACT feedback on the draft project objectives, key work plan tasks and stakeholders to be engaged throughout the project. See **Attachment 1 (Draft Work Plan)** and **Attachment 2 (Draft Stakeholder and Public Engagement Plan)**. JPACT will be requested to recommend Metro Council approval of the work plan and engagement plan at the November meeting.

BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local plan amendment process in the Portland area. The current 20-year old mobility policy is contained in the [Regional Transportation Plan](#) (RTP) and Policy 1F of the [Oregon Highway Plan](#) (OHP) and measures the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods to identify transportation needs.

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. 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 to serve planned land uses. The 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 will guide to this work.

STATUS OF PROJECT SCOPING ACTIVITIES

Throughout 2019, Metro and ODOT staff have worked closely together and with local, regional and state partners to scope the project. In April, the project team began seeking feedback on draft project objectives and a proposed approach for the project. A schedule of key scoping meetings is provided in **Attachment 3**.

Comments and feedback have been received since mid-April through:

- a **Metro Council work session**;
- more than twenty **discussions with local and regional policy and technical advisory committees**, including county-level coordinating committees, **and local, regional and**

state agency staff aimed at understanding the intersection of the mobility policy and land use and other transportation issues;

- one **forum with community leaders**;
- **interviews with more than sixty stakeholders** from across the greater Portland region representing state, regional and local government, transit, business, freight movement, commuter, public health, environmental, affordable housing and racial equity perspectives, among other stakeholders; and
- one **consultation meeting with Oregon Department of Land Conservation and Development** staff.

Briefings of the county coordinating committees will be completed the week of October 14, and the Metro Policy Advisory Committee (MPAC) will have an opportunity to provide feedback on October 23.

In response to comments and feedback received during the scoping phase, staff has updated the draft project objectives and proposed approach presented to JPACT in July. The updates are reflected in the draft work plan and draft stakeholder and public engagement plan in Attachments 1 and 2.

NEXT STEPS

A summary of key themes from comments and feedback received to date will be provided at the JPACT meeting. A report summarizing the stakeholder interviews will be available in mid-October. A report summarizing all scoping engagement activities and feedback received is being prepared and will be available by the end of October. All reports will be posted on the project website at: oregonmetro.gov/mobility.

The work plan and engagement plan are expected to be further refined as the Transportation Policy Alternatives Committee (TPAC) finalizes its recommendation to JPACT in November for further discussion and consideration by JPACT and the Metro Council in November and December, respectively. The Metro Council is scheduled to discuss the draft work plan and engagement plan at their November 5 work session.

/attachments

Attachment 1. Draft Work Plan (TPAC Review Draft 10/3/19)

Attachment 2. Draft Stakeholder and Public Engagement Plan (TPAC Review Draft 10/3/19)

Attachment 3. Key Scoping Meetings (10/3/19)

TPAC REVIEW DRAFT 10/3/19



Metro

Oregon
Department
of Transportation

Metro/ODOT Regional Mobility Policy Update DRAFT Work Plan

A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.

This Work Plan defines the project purpose, objectives, background and major tasks to be completed by Metro and the Oregon Department of Transportation (ODOT) with the support of a Contractor in the time period between January 1, 2020 and Fall 2021.

[Add reference to PSU/TREC work to be completed this year]

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 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 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

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.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.
3. Address growing motor vehicle congestion in the region and its impacts on statewide travel as well as transit, freight and other modes of travel.
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 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. Address all modes of transportation in the context of planned land uses.
 - c. Be innovative and advance state of the art practices related to measuring multimodal mobility.
 - d. Help decision-makers make decisions that advance multiple policy objectives.
 - e. Address the diverse mobility needs of both people and goods movement.
 - f. 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.¹
 - g. Distinguish between throughway² and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
 - h. Consider system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
 - i. 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 statewide importance.
 - j. Be financially achievable.
 - k. 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.
 - l. Be legally defensible for implementing jurisdictions.
 - m. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

¹ 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.

² The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan.

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

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, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept.
5. 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.
6. 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.

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

Background

The greater Portland area is a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor’s appointments, shopping, parks and home again each day. With a half-million more people expected to be living in the region by 2040, the significant congestion we experience today is expected to grow. As congestion grows, vehicle trips take longer and are less predictable, which impacts our quality of life and the economic prosperity of the region and state. It’s vital to our future to have a variety of safe, equitable, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking, or walking. Moreover, congestion in the Portland area is affecting the ability of businesses statewide and out of state to move goods through the region and to state and regional intermodal facilities and in the Portland area.

In December 2018, JPACT and the Metro Council adopted a significant update to the Regional Transportation Plan (RTP) following three years of extensive engagement with community members, community and business leaders, and state, regional and local partners. Through the engagement that shaped the plan, Metro heard clear desires from policymakers and community members for safe, equitable, reliable and affordable transportation options for everyone and every type of trip.

Reasons Metro and ODOT are working together to update the current mobility policy include:

- **The greater Portland region cannot meet the current mobility targets and standards as they are now set in the 2018 RTP and Oregon Highway Plan (OHP).** As the region continues to grow in population, jobs, travel and economic activity, and continues to focus growth in planned mixed-use and employment centers and urban growth boundary expansion areas, there will be increasing situations in which the current RTP and OHP mobility targets and standards cannot be met.
- **The 2018 RTP failed to meet the current policy, particularly for the region’s throughway system,** triggering the need to consider alternative approaches for measuring mobility and transportation system adequacy under state law.
- **Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments.** This is especially true in planned urban growth areas and in new urban growth boundary expansion areas that require plan amendments and zoning changes. The OHP establishes the volume-to-capacity (v/c) measure as a standard for plan amendments.
- **The current policy focuses solely on motor vehicles** and does not adequately measure mobility for people riding a bus or train, biking, walking or moving goods, nor does it address important concepts such as reliability, system completeness or access to destinations.
- **The current policy has led to planned and constructed transportation projects that are increasingly more expensive and that may have undesirable impacts** on land use, housing, air quality, climate, public health and the natural environment, conflicting with local, regional and state goals.
- **ODOT will begin updating Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) next year** – this provides an opportunity to coordinate both efforts and to help inform the statewide efforts.

The development of alternative mobility targets and standards must address the requirements of the Oregon Highway Plan, Policy 1F, Action 1F3, consistent with the guidance provided in Operational Notice PB-02, Alternative Mobility targets.

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

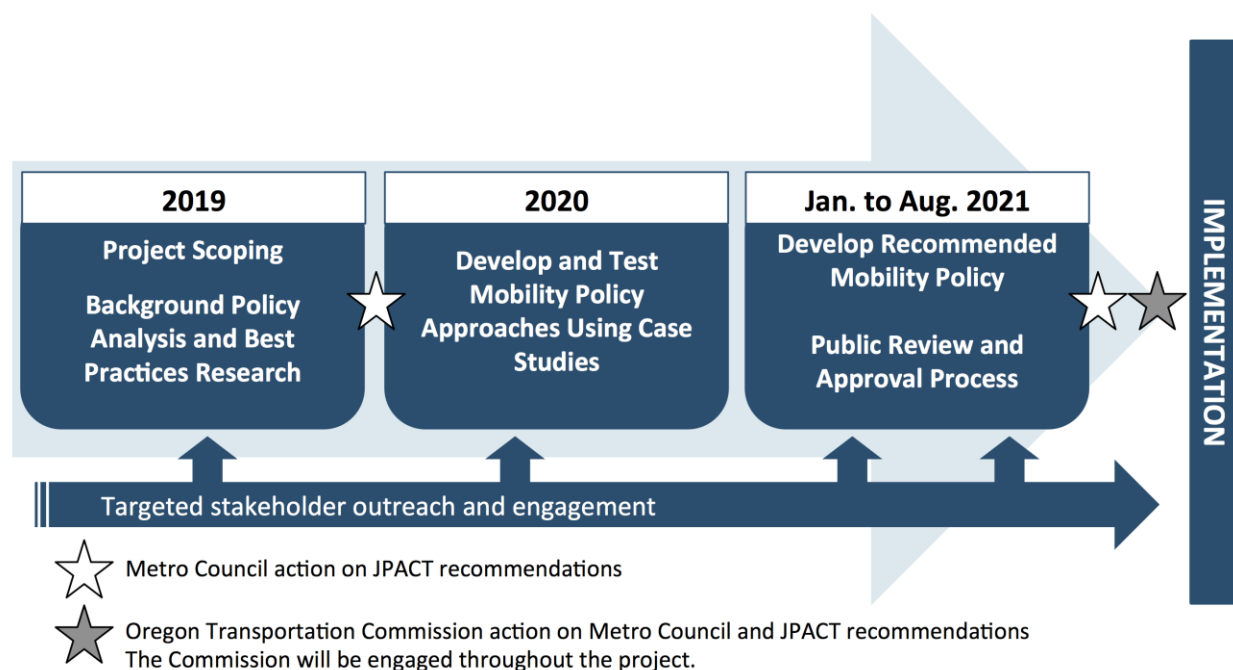
Excerpt from OHP Policy 1F, Action 1F.3

“In the development of transportation system plans or ODOT facility plans, where it is infeasible or impractical to meet the mobility targets in Table 6 or Table 7, or those otherwise approved by the Oregon Transportation Commission, ODOT and local jurisdictions may explore different target levels, methodologies and measures for assessing mobility and consider adopting alternative mobility targets for the facility. While v/c remains the initial methodology to measure system performance, measures other than those based on v/c may be developed through a multi-modal transportation system planning process that seeks to balance overall transportation system efficiency with multiple objectives of the area being addressed...”

Adoption of alternative mobility targets by the Oregon Transportation Commission constitutes a major amendment to the Oregon Highway Plan and as such must follow the requirements in the State Agency Coordination (SAC) program under “Coordination Procedures for Adopting Final Modal System Plans.” This effort will address all required consultation, coordination, public involvement and documentation requirements.

Project timeline

The planning effort started in 2019, and will be completed between January 2020 and Fall 2021.

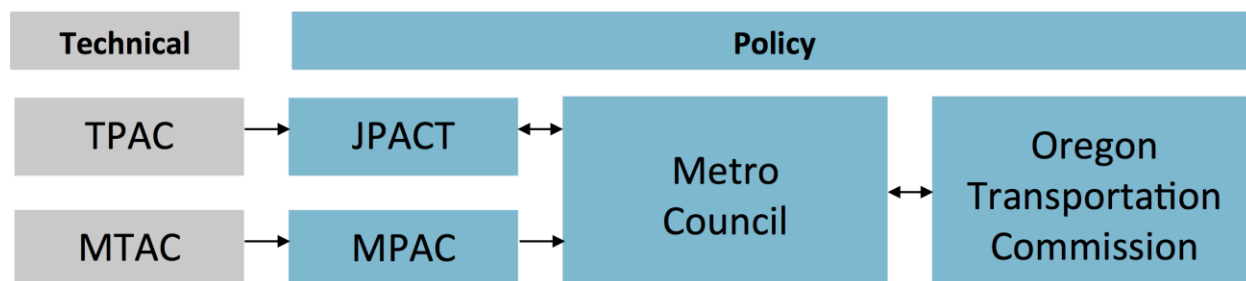
Anticipated timeline for updating mobility policy for Portland region

[Expand description of project phases]

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan**Decision-making process and roles**

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

Metro Technical Advisory Committee (MTAC): Makes broader technical recommendation to MPAC

Transportation Policy Alternatives Committee (TPAC): Makes technical transportation recommendation to JPACT

Metro Policy Advisory Committee (MPAC): Makes broader policy recommendation to Metro Council

Decision-makers

Joint Policy Advisory Committee on Transportation (JPACT): Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

Metro Council: Considers MPAC and JPACT policy recommendations and must concur with JPACT in reaching final action

Oregon Transportation Commission (OTC): Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input. More information about stakeholders and planned engagement activities can be found in the Regional Mobility Policy Update Stakeholder and Public Engagement Plan.

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work PlanDecisions (and direction) anticipated

☆	December 2019	Metro Council and JPACT consider approval of work plan and public engagement plan
	June 2020	Metro Council and JPACT provide policy direction on measures to be tested
	March 2021	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
☆	June – Aug. 2021	Metro Council and JPACT consider approval of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	TBD	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process ⁵

⁵ Oregon Revised Statutes [197.180](#)

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

Summary of Key Tasks and Anticipated Schedule

Task		Anticipated Schedule
Task 1	Project Administration and Management Project management activities necessary to implement this Work Plan and supporting Stakeholder and Public Engagement Plan, manage project organization and delivery of products in a timely and effective manner and enable effective coordination and collaboration.	Jan. 2020 to Aug. 2021
2020		
Task 2	Illustrate Current Approaches (Strengths and Weaknesses) Illustrate “on-the-ground” examples of applications of the current mobility policy and consideration of other transportation performance measures using the initial background research and policy assessment completed by the PSU TREC researchers during the project scoping phase. The examples will be identified in collaboration with agency partners and cover a range of regional facilities, geographies, demographics and 2040 Growth Concept land use types to identify strengths and weaknesses to be addressed with the updated regional mobility policy. There will be coordination between this task and the planned update to the Oregon Highway Plan.	Jan. to March 2020
Task 3	Report on 2018 RTP Mobility Performance Document performance of 2018 RTP (2015 base year and 2040 Constrained) for all modes to identify where the region is meeting its mobility goals or falling short and it is why not feasible to meet current mobility targets in OHP and RTP consistent with ODOT Operational Notice PB-02. The performance documentation will describe existing and future performance at the system plan and mobility corridor levels, distinguishing between arterials and throughways designated in the 2018 RTP. Performance measures will include: traffic conditions, duration of congestion, system completeness (gaps), fatal and serious injury crashes, mode share, transit reliability/delays, average travel times across modes, accessibility to jobs and community places across modes (comparing households in equity focus areas and households outside of equity focus areas) and average trip length. The documentation will also qualitatively describe other trends that may affect travel in the region, but are not able to be modeled or quantitatively estimated, such as autonomous vehicles, use of ridehailing and other new modes/mobility services and teleworking.	Jan. to March 2020
Task 4	Report on Best Practices Assessment (approaches and measures) Use the best practices review information compiled by the PSU TREC researchers in scoping phase to prepare communication materials for policymakers and other project stakeholders that illustrate “on-the-ground” examples of the most promising “best practices” and measures for consideration and key lessons learned from their application in other states and regions, considering Oregon’s unique legal framework.	Jan. to March 2020

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

Task		Anticipated Schedule
Task 5	Identify Case Study Locations Work with TPAC and MTAC to identify and select case study locations. The case study locations may draw from examples identified in Task 2. The case study locations will use the 2018 RTP mobility corridor geographies and distinguish between arterials and throughways designated in the RTP. The case studies will test potential measures identified in Task 6 at system plan, mobility corridor and plan amendment scales and consider their applicability at the development review and project design scales.	April to June 2020
Task 6*	Develop Criteria and Select Potential Mobility Measures for Testing Use the initial policy assessment and best practices review and inventory of measures compiled by the PSU TREC researchers to develop and select criteria to evaluate the inventory of existing and potential measures identified in Task 2 and Task 4, considering technical feasibility and other criteria. The assessment of measures in this task will inform selection of measures to carry forward for testing in Task 7 (Conduct Case Study Analysis and Prepare Findings). The project team will seek feedback and direction from JPACT, the Metro Council and the Oregon Transportation Commission on the draft criteria and measures selected for testing.	April to Sept. 2020
Task 7	Conduct Case Study Analysis and Prepare Findings Evaluate case study locations identified in Task 5 that apply potential mobility measures identified in Task 6 to illustrate potential approaches for application at the system plan, mobility corridor and plan amendment scales. The case study analysis will include a comparison of the current mobility policy approach and other new potential approaches and measures being tested. The analysis may include a sensitivity analysis to estimate the number of auto trips or vehicles that would need to shift to other modes or times of day to meet the current v/c thresholds. Assemble findings. The findings will describe consistency with the Project Objectives.	Sept. to Dec. 2020
2021		
Task 8*	Develop Recommended Mobility Policy for the for RTP and Proposed Amendment to OHP Policy 1F Use the findings prepared in Task 7 to develop a recommended mobility policy for the RTP and proposed amendment to Policy 1F of the OHP, including measures, targets, data, methodologies and process (e.g., documentation of findings) for the Portland metropolitan planning area. This work will be transferrable to local governments and ODOT and will support planning and analysis for future RTP updates, plan amendments subject to 0060 of the TPR, system performance monitoring activities and other relevant planning activities in the Portland region. ⁶	Jan. to May 2021

⁶ A Discussion Draft will be prepared for review by Metro's regional technical and policy advisory committees, the Metro Council and the Oregon Transportation Commission. A Public Review Draft will be prepared that

TPAC REVIEW DRAFT 10/3/19

Metro/ODOT Regional Mobility Policy Update Work Plan

Task		Anticipated Schedule
Task 9	Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy Develop matrix of actions and proposed timeline recommended to implement the updated mobility policy through local, regional and state plans, standards, guidelines and best practices. This task will include identifying data needs to support analysis tools and monitoring activities. This task 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. This task 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 system plan and plan amendment measures and targets and those used in development review and project design. ⁵	Jan. to May 2021
Task 10*	Conduct Public Review and Refinement Process Seek feedback on Discussion Drafts developed in Tasks 8 and 9. Following review and comment on the Discussion Drafts by regional technical and policy committees, the Metro Council and the Oregon Transportation Commission, the recommended policy and implementation recommendations will be revised and published as a Public Review Draft for a 45-day public review and comment period and for presentation to the public and project stakeholders. Additional refinements will be recommended to address feedback received during the public comment period.	June to Aug. 2021
Task 11*	Conduct Approval Process Prepare final documents and findings for consideration by JPACT and the Metro Council, including a Metro resolution and ODOT staff report, with updated regional policy, including recommended alternative performance measures and targets, recommended analysis data and methods, recommended plan amendments and updates needed to implement new policy in state, regional and local plans and codes. The project team will seek approval of final recommendations for updating the mobility policy by JPACT and the Metro Council. If approved by JPACT and the Metro Council, the recommended amendments to Policy 1F of the Oregon Highway Plan for the Portland metropolitan planning area and supporting ODOT staff report will be forwarded to the OTC for consideration.	June to Aug. 2021

* Key tasks that will include seeking feedback and direction from JPACT, the Metro Council and the Oregon Transportation Commission.

incorporates feedback received on the Discussion Draft. The Public Review Draft will be available for broader public and stakeholder review during the 45-day public comment period in Task 10.



Metro



Oregon
Department
of Transportation

Metro/ODOT Regional Mobility Policy Update DRAFT Stakeholder and Public Engagement Plan

A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.

The stakeholder and public engagement plan supporting the Regional Mobility Policy update guides the strategic engagement approach to be used and identifies desired outcomes for sharing information with and seeking input from identified stakeholders and the public throughout the process. This engagement plan describes project engagement objectives, key stakeholders, the decision-making process and activities that will be implemented to ensure identified stakeholders and the public have adequate opportunities to provide meaningful input to the update. This plan also describes the timeline and milestones and an evaluation strategy to measure success.

The regional advisory committees and county coordinating committees will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and, focused engagement with other potentially affected and/or interested individuals, communities, and organizations are also important elements of the engagement plan. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

Engagement objectives

1. Communicate complete, accurate, accessible, and timely information throughout the project.
2. Provide meaningful opportunities for key stakeholders and the public to provide input and demonstrate how input influenced the process.
3. Actively seek input prior to key milestones during the project and share information learned with Metro Council, regional advisory committees and the Oregon Transportation Commission in a manner that best supports the decision-making and adoption process.
4. Provide timely notice of engagement opportunities and reasonable access and time for review and comment on the proposed changes.
5. Build broad support by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
6. Share information and improve transparency.
7. Comply with all public participation requirements.¹
8. Seek out and consider the mobility perspectives of diverse key stakeholders, including local jurisdictions businesses, freight industries, providers of intermodal facilities and distribution centers, transit providers, historically marginalized communities and those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services, such as low-income households, communities of color, youth, older adults and people living with disabilities.
9. Coordinate engagement efforts with relevant Metro and ODOT initiatives, including planned updates to the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP).

¹ This includes Metro's Public Engagement Guide, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon's Statewide Planning Goal 1 for citizen involvement, the Oregon Transportation Commission Public Involvement Policy and ORS 197.180, ODOT State Agency Coordination Program and the process set forth in Oregon Highway Plan Policy 1F3 and associated Operational Notice PB-02.

Key stakeholders

To date, the project team has identified a number of key stakeholders that will be the focus of engagement efforts throughout the process:

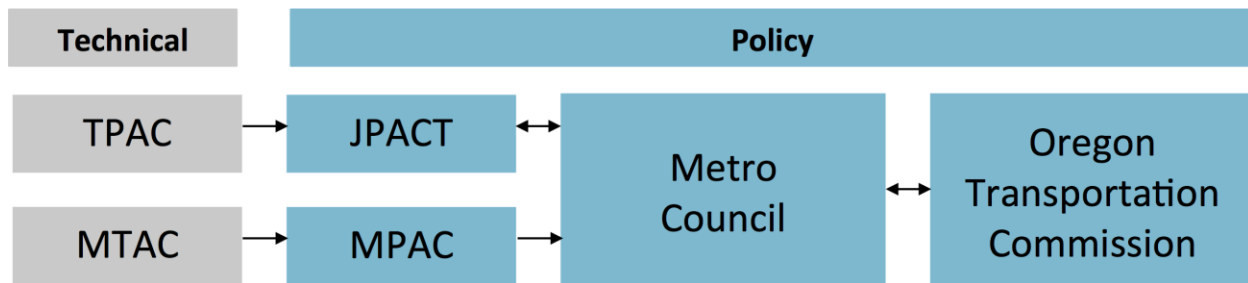
- **Community leaders and community-based organizations** through community leaders forums (at two key decision/information points)
- **Business, economic development and freight groups**, including statewide freight and economic perspectives (4-6, with touch points at two key decision/information points in coordination with OTP/OHP updates, as appropriate and considering staff and committee availability)
- **Local jurisdictions and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees, as appropriate and considering staff and committee availability)
- **Special districts**, including TriMet, SMART, Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings)
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **State advisory committees**, including the Region 1 Area Commission on Transportation (R1ACT) and and State Modal committees (through briefings conducted in coordination with planned updates to the OTP and OHP)
- **Federal agencies**, including the Federal Highway Administration and Federal Transit Administration (through TPAC and consultation activities)
- **Practitioners**, including consultants involved in the development of transportation system plans, transportation modeling and impact studies and plan amendments in the Portland region (through Oregon Modeling Steering Committee Modeling Subcommittee briefings, technical workshops and expert panels at two key decision/information points)

Opportunities for other potentially affected stakeholders and the public to provide input will also be provided as part of regular TPAC, MTAC, JPACT, MPAC and Metro Council meetings, and during the 45-day public comment period.



Decision-making process and roles:

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

Metro Technical Advisory Committee (MTAC): Makes broader technical recommendation to MPAC

Transportation Policy Alternatives Committee (TPAC): Makes technical transportation recommendation to JPACT

Metro Policy Advisory Committee (MPAC): Makes broader policy recommendation to the Metro Council

Joint Policy Advisory Committee on Transportation (JPACT): Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

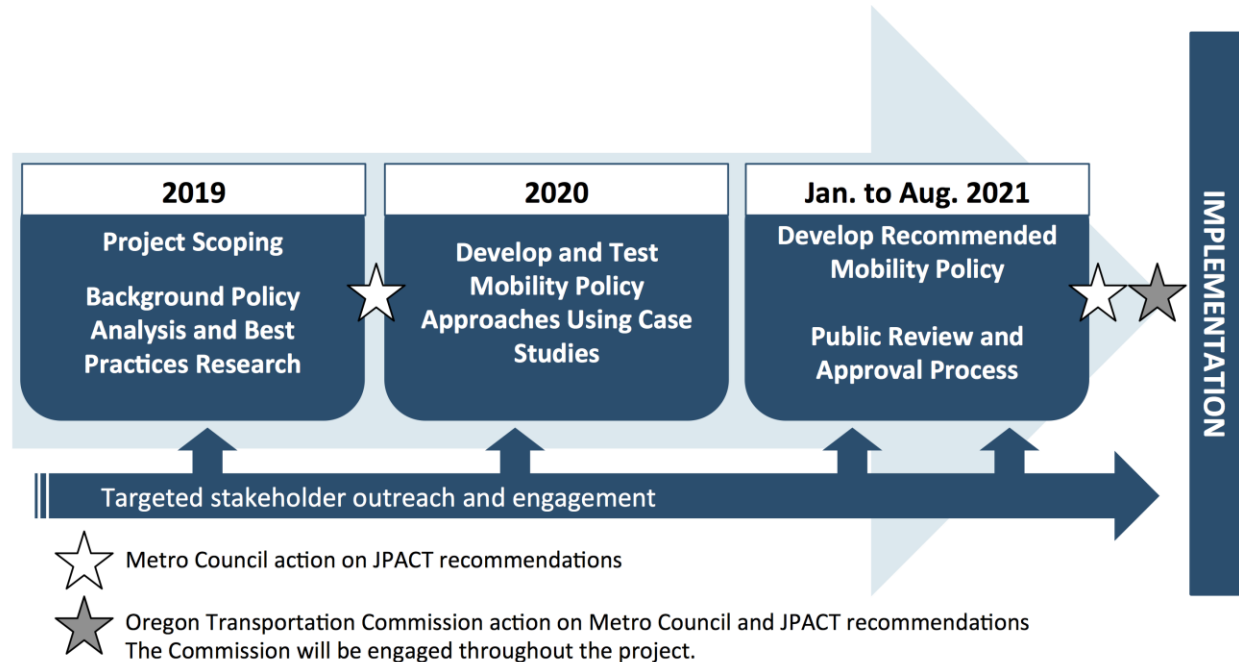
Metro Council: Considers MPAC and JPACT recommendations and must concur with JPACT in reaching final action

Oregon Transportation Commission (OTC): Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy.

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

TIMELINE AND DECISION MILESTONES

The Regional Mobility Policy update will be completed from January 2020 to Fall 2021.

Decisions and direction anticipated

☆	December 2019	Metro Council and JPACT consider approval of work plan and public engagement plan
	June 2020	Metro Council and JPACT provide policy direction on measures to be tested
	March 2021	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
☆	June – Aug. 2021	Metro Council and JPACT consider approval/adoption of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	TBD	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process ²

² Oregon Revised Statutes [197.180](#)

TPAC REVIEW DRAFT – 10/3/19

Communications timeline to support decision milestones

Phase 1 (Jan – Mar 2020): Prepare materials to explain the issue/problem.

Phase 2 (April-June 2020): Collect feedback to form criteria, pick proposed local case study locations and select measures to test. Technical expert panel(s)/workshop(s)/Forum to develop options.

Phase 3 (Jan-Mar 2021): Share what was learned, opportunities to shape recommended mobility policy and implementation recommendations and the public process for review/approval. Technical expert panel(s)/workshop(s)/Forum to understand impact of options.

Decision and communications coordination timeline concept:

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
Who	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT
		OTC and LCDC	OTC		OTC and LCDC
	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts
		CBO Leadership	CBO Leadership		
		Business & Freight groups	Business & Freight groups		
		R1ACT, OMPOC, OMSC and State modal committees ³	R1ACT, OMPOC, OMSC and State Modal committees ³		
Materials	Handout/fact sheet(s)	Handout/fact sheet(s) on proposed criteria and case study locations	Handout/fact sheet(s) on case study analysis and findings	Staff recommendation (discussion draft)	Revised staff recommendation (public review draft)
	Video (explaining issue & purpose)		Case study findings report	Handout/fact sheet on staff recommendation	Legislation, including staff report and findings
	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)
How	Website information	Panel of technical experts	Panel of technical experts/policymaker forum	Website information and comment tool	Website information
	Regional technical and policy committees meetings	Community leadership forum	Community leadership forum	Hearing(s)	Legislative hearing
		Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings

³ Briefings will be coordinated with briefings to support planned updates to the Oregon Transportation Plan and Oregon Highway Plan.

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
		County coordination committees' briefings	County coordination committees' briefings		County coordination committees' briefings
What	Explain the issue What we learned in background research	Criteria for selecting measures to test Case study: proposed local locations	What we learned Key things for implementation Process for review/approval	Staff recommendation /Discussion Draft	Final recommendation /Public Review Draft
Decision		Direction on measures to be tested (~June 2020)	Direction on development of updated policy and implementation recommendations (~March 2021)		Consider approval/adoption

Public engagement tools and materials:

These tools and materials will be used and timed to best leverage the needs of the project and inform technical advisory committees and decision-makers:

- **Public Engagement Plan (December 2019)** Details public engagement and decision-making framework, key audiences, schedule and engagement tools and activities.
- **Website (ongoing)** Maintained by Metro staff, the project website will be the primary portal for sharing information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will be used to host an interactive web tool to seek input from the broader public during the 45-day public comment period. At any time, members of the public may submit comments through the project website. Metro and ODOT staff will receive and track comments, and coordinate responses as needed.
- **Video (Jan-March 2020)** – Develop video to explain the purpose of project, what the mobility policy is, how it is used, what the policy affects (and how) and its strengths and weaknesses. The video will be hosted on the project website to serve as a key information piece throughout 2020 and 2021. It will also be shown in advance of and at briefings and meetings to help explain the update.
- **Technical expert panels/workshops/forums** – A focused effort will be made to engage topical experts, practitioners and key stakeholders to provide input on updating the mobility policy, selecting measures to test and developing implementation recommendations through:
 - TPAC/MTAC workshops (~quarterly)
 - Two expert panels/forums (~June 2020 and Feb. 2021)



- One policymaker forum (~March '21, possibly combined with technical expert panel)
- Oregon Modeling Steering Committee Modeling Subcommittee (~Jan. 2020, April 2020 and April 2021)
- **Equity engagement activities (ongoing)** A focused effort will be made to engage historically underrepresented populations. The project team will conduct outreach to leaders of these communities, and seek input on principles to guide updating the mobility policy, select measures to test and develop implementation recommendations through:
 - Two Community Leaders Forums (~June 2020 and Feb. 2021)
- **Hearings** At least two hearings will be jointly hosted by the Metro Council during the 45-day public comment period (~June 2021). The Metro Council will host at least one legislative hearing prior to their final action on the recommended policy (~Aug. 2021). Members of JPACT and the Oregon Transportation Commission will be invited to attend the hearings. A separate hearing before the OTC may also be necessary prior to their action on the JPACT/Council recommendation.
- **Project newsfeeds and electronic newsletters (ongoing)** Metro staff will develop newsfeeds and e-newsletters to provide information about key milestones, and to invite key audiences and the public to participate in engagement opportunities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement plan.



It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project kick-off (Jan. 2020)
- Principles to guide refinement of mobility policy, measures and methods (Spring 2020)
- Release of case study analysis and findings (~Jan 2021)
- JPACT/Council direction to staff on development of recommended mobility policy and future local, regional and state implementation actions (~March 2021)
- Public notice and invitation to participate in the 45-day public comment period and release of recommended policy and implementation actions document (~June 2021)
- Announcement of Metro Council action on Regional Mobility Policy, proposed amendments to the Oregon Highway Plan (Policy 1F) and implementation next steps (~Fall 2021)
- **Publications (ongoing)** Fact sheets, project updates and other materials will be developed to describe the project and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and at meetings.
 - Series of fact sheets
 - Explain the policy, issue, and project purpose and process (~Jan. – March 2020)
 - Explain criteria and information about case studies (~Fall 2020)
 - Explain analysis of case studies and findings (~Winter 2021)
 - Explain mobility policy recommendation, effect and recommendations for how it will be implemented at local, regional and state levels (~June 2021)
 - Other topics may be identified through the process
 - Technical memorandums and meeting materials (ongoing)
 - Regional Mobility Policy Recommendations Reports – Discussion Draft and Public Review Draft (~spring 2021)

- Implementation Recommendations Reports - Discussion Draft and Public Review Draft (~spring 2021)
 - Final report (~summer/fall 2021)
 - Presentations (ongoing)
- **Consultation activities (ongoing)** The project team will consult with regulatory and other public agencies and stakeholders, including OTC, LCD, DLCD, FHWA, FTA, OHA and others identified during the scoping process. Activities will include: email updates, in-person briefings, offering two group consultation meeting opportunities to provide feedback (~June '20 and March '21) and an invitation to provide feedback during the public comment period (June – July '21).
- **Public engagement reports (ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment log and stakeholder engagement report (~June 2021)** A public comment log and stakeholder engagement report will be compiled and summarized at the end of the formal 45-day public comment period. The public comment log will summarize comments received and recommended actions to address comments.

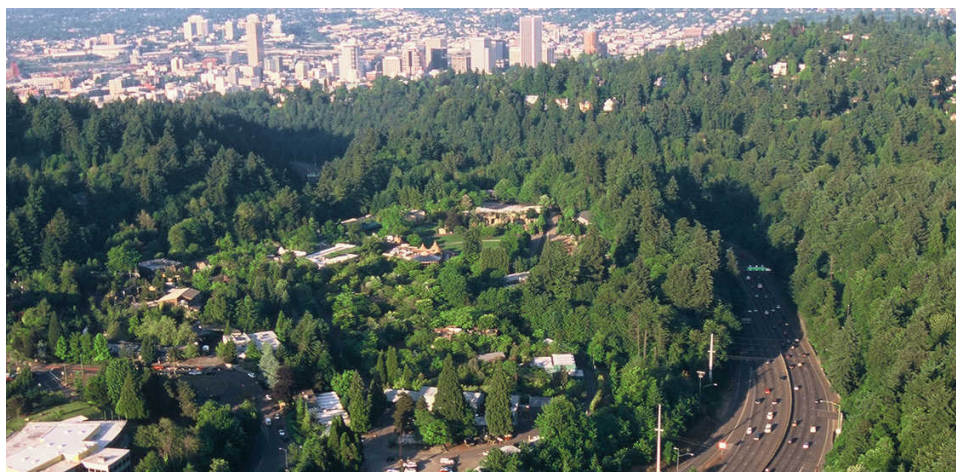
REGIONAL MOBILITY POLICY UPDATE

KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



The Regional Mobility Policy Update project is a joint effort of Metro and ODOT. Throughout 2019, Metro and ODOT staff have worked closely together with local, regional and state partners to scope the project. A report summarizing scoping engagement activities and feedback received will be available in mid-October.

Month	Who	When	What
April	CTAC	4/23	<ul style="list-style-type: none"> • Project update • Seek feedback on initial scoping questions
	PBOT	4/29	
May	EMCTC TAC	5/1	
	WCCC TAC	5/2	
	TPAC	5/3	
June	Portland Freight Committee	6/6	<ul style="list-style-type: none"> • Project update • Seek feedback on project goals, approach and potential issues to address to inform development of work plan and engagement plan
	TPAC/MTAC workshop	6/19	
	Council WS	6/25	
July	Stakeholder interviews	All month	
	JPACT	7/18	
	County public health and transportation staff discussion	7/22	
August	Stakeholder interviews	All month	
	WCCC TAC	8/1	
	Community Leaders Discussion Forum	8/2	
	CTAC	8/27	
September	Stakeholder interviews	All month	
	EMCTC TAC	9/4	
	TPAC	9/6	
	Portland Pedestrian Advisory Committee	9/17	
	C-4 Metro	9/18	
	MTAC	9/18	
October	DLCD/Metro/ODOT State Agency Coordination	10/2	<ul style="list-style-type: none"> • Project update • Seek feedback on draft work plan and engagement plan
	TPAC	10/4	
	Beaverton staff discussion	10/10	
	EMCTC	10/14	
	WCCC	10/14	
	JPACT	10/17	
	Portland Bicycle Advisory Committee	10/22	
	MPAC	10/23	
November	TPAC	11/1	<ul style="list-style-type: none"> • Seek recommendation to JPACT on work plan and engagement plan
	Council	11/5	<ul style="list-style-type: none"> • Seek feedback on draft work plan and engagement plan
	JPACT	11/21	<ul style="list-style-type: none"> • Seek recommendation to the Metro Council on work plan and engagement plan (by Resolution)
December	Council	TBD	<ul style="list-style-type: none"> • Consider JPACT's recommendation (by Resolution)



Regional mobility policy update

This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.

Project overview

The purpose of this project is to update the policy defining how the region defines mobility and measures success. 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 on the transportation system.

What is the regional mobility policy?

As the primary way of measuring vehicle congestion on roads and at intersections, the current policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

This current mobility policy is centered on vehicle-based thresholds adopted in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP). These thresholds are referred to as the volume-to-capacity ratio (v/c ratio).

Nationally, this measure of mobility was originally developed and used to guide the sizing and location of the Interstate System in the 1960s. Over time, the measure has been applied to all roads for different purposes determined in the RTP, OHP and local plans.

Why update the policy now?

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, equitable, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods. Moreover, congestion in greater Portland is affecting the ability of businesses statewide and outside of Oregon to move goods through the region and to key intermodal facilities within the region.



Key terms

Policy: a statement of intent and direction for achieving desired outcomes at the regional and system level.

Measure: a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

Target: a specific level of performance that is desired to be achieved within a specified time period. The RTP defines v/c-based targets to implement the current mobility policy.

Standard: a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

This project to update the Regional Transportation Plan's 20-year old "interim" mobility policy was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the regional mobility policy now:

- The current policy focuses solely on vehicles and does not adequately measure mobility for people riding a bus or train, biking, walking or moving goods, nor does it address important concepts such as reliability, system completeness or access to destinations.
- The current policy has led to transportation projects that are increasingly expensive and that may have undesirable land use, housing, air quality public health and environmental impacts, conflicting with local, regional and state goals.
- Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments. This is especially true in planned growth areas including urban growth boundary expansion areas.
- The 2018 RTP failed to meet the current policy, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and transportation system adequacy under state law.
- ODOT will be updating the Oregon Transportation Plan and Oregon Highway Plan next year – this project provides an opportunity for the region to help coordinate with and help inform those statewide efforts.

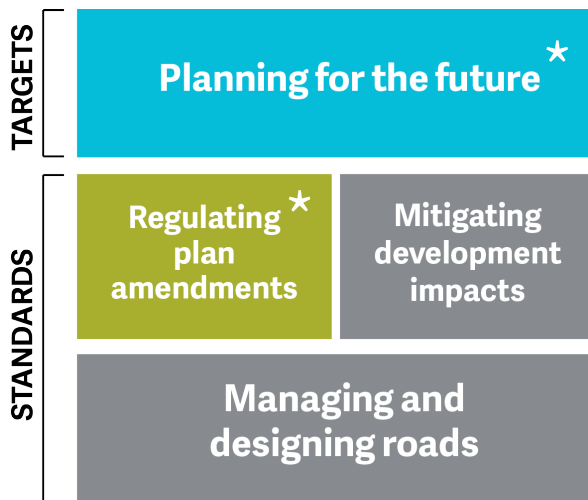
What are our expected outcomes?

The project's primary outcome is to recommend a holistic mobility policy and associated measures and performance targets for the greater Portland region. The updated policy will clearly define mobility expectations for people and goods for all modes to serve planned land uses and guide local, regional and state-decision-making.

The updated policy will be applied in the next update to the RTP (due in 2023) and incorporated in the highway mobility policy (Policy 1F) in the OHP, pending approval by the Joint Policy Advisory committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (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 during development review.

Current uses of the volume-to-capacity ratio



* focus of this update



Planning for the future

Who: Metro, ODOT, cities, counties and consultants

What: Evaluate traffic performance of roads and intersections as one of many measures to determine deficiencies given current and projected population and jobs

When: Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans

Why: Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities

Regulating plan amendments

Who: Cities, counties and consultants, in coordination with ODOT

What: Evaluate the potential impacts of land use zoning changes on roads and intersections as required by the TPR during development review

When: Amendments to land use zoning designations using thresholds defined in the OHP

Why: Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation

Mitigating development impacts

Who: Cities, counties and developers.

What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees; projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals

When: Development approval process using thresholds defined in the OHP for state-owned roads and local codes for city- and county-owned roads

Why: Mitigate traffic impacts from new development.

Managing and designing roads

Who: Cities, counties, ODOT and consultants.

What: Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual.

When: Operations and project design, including preliminary engineering.

What: Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations.

Potential new measures to be explored

The volume-to-capacity ratio has been the primary way to measure the region's mobility. Other ways to measure the health and success of the transportation system that will be explored, include:

- People and goods movement capacity and throughput, all modes (driving, riding a bus or train, biking, walking or moving goods)
- Vehicle miles traveled
- Travel time and reliability for motor vehicles, including, including freight and transit
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes.

Scoping engagement activities

- Metro Council and JPACT briefings
- Coordinating committees briefings
- TPAC/MTAC workshops
- Community leaders' discussion group
- Stakeholder interviews
- Project briefings

Where are we now?

This update will take place over the next two years. Project scoping is underway and expected to be complete by the end of the year. Scoping will be used to help develop a work plan and engagement plan that will guide the planning process. The plans will be presented to JPACT and the Metro Council for consideration in Fall 2019.

The project's multi-phase planning process will advance from Jan. 2020 through fall 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.

Next steps for 2019

Fall

Transportation Research and Education Center (TREC)/Portland State University begins background research

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration

October - December

JPACT and Metro Council discussions and consider approval of work plan and engagement plan

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration

October - December

JPACT and Metro Council discussions and consider approval of work plan and engagement plan

Sign up for project updates and learn more at oregonmetro.gov/mobility

Project contacts:

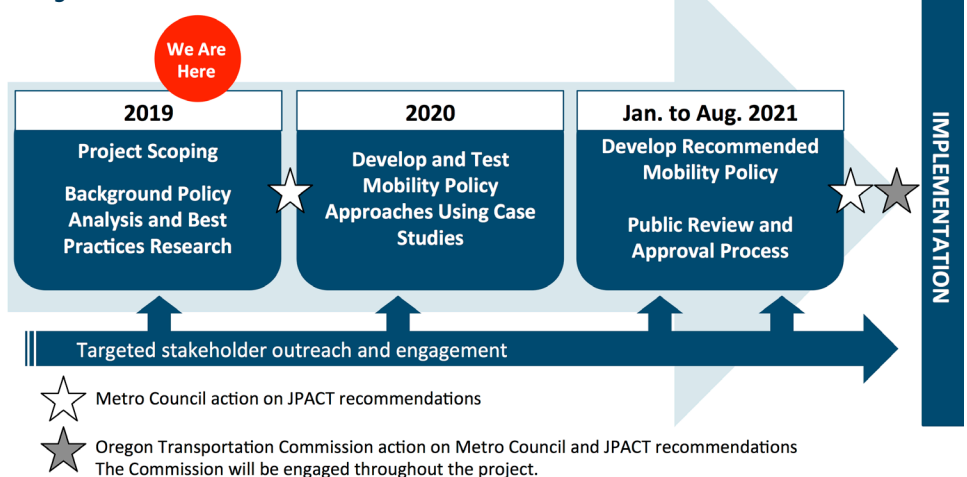
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Project timeline



5.4 Regional Flexible Funds Allocation Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2019
Metro Regional Center, Council Chamber

Memo

Date: October 7, 2019
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation (RFFA) – Development of Step 2 Recommendations

Purpose

Update JPACT on TPAC discussion of developing RFFA Step 2 funding recommendations.

Background

In April, 2019, JPACT and Metro Council approved and adopted the 2022-2024 Regional Flexible Funds Allocation Policy report.¹ This policy direction affirmed the four RTP investment priorities to be the objectives of this RFFA cycle: **Equity, Safety, Climate and Congestion**. It also continued following a two-step approach to identify and select investments.

Step 1 continues the region's commitments to repayment of bonds issued for transit capital construction and active transportation project development, and region-wide investments in planning and programs. \$102 million is allocated to Step 1.

Step 2 provides funding for local projects to enhance and complete the regional transportation system. An estimated total of \$43.28 million is available to fund projects in two categories. 75 percent of the Step 2 funds is targeted towards Active Transportation & Complete Streets projects, and 25 percent is targeted towards Freight & Economic Development projects.

- Active Transportation & Complete Streets 75% of Step 2 funds = \$32.46 million
- Freight & Economic Development 25% of Step 2 funds = \$10.82 million

The RFFA policy also contains 10 funding allocation objectives to further guide investments:

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council. (*Addressed by bond payment allocation as part of Step 1*)
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding. (*Addressed in prior projects selected for funding from Step 1 bond proceeds and in project eligibility as part of Step 2 application process*)

¹ The policy report is available at <https://www.oregonmetro.gov/RFFA>

6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds. *(For Step 2 projects, addressed in project eligibility criteria and minimum project funding request)*
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2. *(Addressed in Step 2 project performance evaluation criteria)*
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget. *(Addressed by risk assessment)*
9. Ensure agencies have qualifications for leading federal aid transportation projects. *(Addressed by risk assessment and ODOT's new agency certification requirements)*
10. Identify opportunities for leveraging, coordinating, and collaboration.

Developing a draft recommendation

Over the upcoming three months, TPAC and JPACT will discuss the RFFA project applications and create an approved project list to be considered by Metro Council in January 2020.

In their October meeting, TPAC discussed how the various sources of information available could be used to develop their recommendation to JPACT. Metro staff will use this TPAC input to develop an initial draft recommended project list(s) for discussion at the November TPAC meeting. The public comment report will be completed prior to the November meeting and that information will be added to the materials available for consideration. TPAC will discuss and provide additional input to be used in creating a final draft project list for the December meeting.

For the December meeting, the final draft project list will include prioritization information from the county coordinating committees and City of Portland. TPAC will discuss and affirm their recommended project list to JPACT at this meeting.

There are four primary sources of information to be used in developing the recommendation:

- Technical evaluation – an assessment of the projects' performance in the four RTP policy areas
- Risk assessment – identification of any factors that could impact a project's ability to be delivered on-time, within budget and as scoped
- Public comment – input from the region's residents and community groups to help decision-makers understand the benefits and outcomes of specific projects
- Coordinating Committee priorities – projects that are the most important to the coordinating committees and the City of Portland to receive funding

Technical evaluation

A full description of the technical evaluation process was provided in a September 6, 2019 memo to TPAC, JPACT and interested parties.² Guided by adoption of the four 2018 policy priorities of Equity, Safety, Climate and Congestion, this cycle the technical evaluation for the first time evaluated all project applications relative to these same policy priority outcomes.

Staff reviewed the technical ratings and considered a variety of methods to create an initial starting point for the discussion on how to assemble a recommended package of projects. Ultimately, a

² <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

balanced approach was selected as there was no specific policy direction to weight the technical ratings towards any specific policy area. In this approach, the projects were ranked by overall combined technical rating, which reflected an equal weighting of all four policy areas. The ratings in each of the four policy areas are the sum of the Opportunity and Benefit ratings. Detailed descriptions of the application questions asked relevant to each rating and how responses to those questions were utilized by the evaluation committee to develop their rating are available on the project website: <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

Risk assessment

The risk assessment technical report from Kittelson (attached to this memo) details the methodology used in developing a risk assessment for each of the projects. This information is provided to TPAC to be used to understand any potential risks that a proposed project can actually be constructed for the requested amount, and as it was conceived and described in the RFFA application.

- Green – few or no significant risks to project delivery
- Yellow – has issues that may potentially impact the project scope, cost and/or timeline. If selected for funding, possible means of addressing these issues include:
 - award funding for the PE phase only and consider funding ROW and Construction phases in upcoming RFFA cycles (or find other funding sources)
 - additional terms in the project Conditions of Approval and IGA to mitigate the identified risks
- Red – one or more risks that will have significant potential to result in the project not being delivered as scoped in the project application or within the funding time frame

In their review of the risk assessment report, TPAC indicated that it would be helpful to provide applicants the opportunity to indicate how they intend to respond to the risk issues raised in the report. Staff has reached out to applicants to provide them that opportunity and will have any additional information provided available for the November TPAC discussion.

Public comment

The public comment period opened on September 6 and closed on October 7. The public provided input in a number of ways; through an online survey, or via telephone, email or by sending a letter or postcard via the US Postal Service. Metro Council held a public hearing on September 26 and heard testimony from 13 people.

As of Friday, October 4, over 2,750 responses were received. A final public engagement report will be made available for the November TPAC meeting.

TPAC discussion

The technical and risk assessment information were presented to TPAC at their October meeting. These are only two of the four primary sources of information available to TPAC in developing their recommendation to JPACT.

Staff presented several discussion questions to TPAC to consider in developing their recommendation to JPACT:

- Only three projects were submitted in the Freight category, and only one of those is in the top half of the project ratings. Total funding requests in the Freight category are just under \$6 million; the target amount in this category is \$10.82 million
- Multnomah County requested their projects be considered in both categories – per direction from TPAC in developing the RFFA policy report – to allow applicants to request evaluation in both categories
- No projects from East Multnomah County achieved ratings sufficiently high enough to be in the top half of the overall technical ratings

To address these questions, TPAC requested that staff develop draft funding packages that provide options to consider trade-offs for how to balance meeting the funding allocation policy objectives as detailed above and the RFFA Step 2 funding targets. There was also input asking staff to review the project applications and identify project elements that would potentially qualify other applications for consideration in both funding categories. This could provide more options for additional projects in either category. These draft funding packages will be discussed and further refined at the November TPAC meeting.

Next steps

The final public comment report will be available by October 15 and provided to county coordinating committees and the City of Portland for use in development of their indication of their priority projects. Coordinating committees and Portland should transmit their indicated priorities to Metro for inclusion in the November 21 JPACT meeting materials.

Input from the October and November TPAC and JPACT meetings will be used in preparation for a final recommendation to be considered in the December meetings. Metro Council is scheduled to take action in January on a JPACT approved package of RFFA projects.

Date: October 2, 2019

Project #: 23628.6

To: Dan Kaempff: Metro
600 NE Grand Avenue
Portland, OR 97232

From: Camilla Dartnell, Russ Doubleday, Bincy Koshy, and Brian L. Ray, PE: Kittelson
Subject: Regional Flexible Funds Risk Assessment

OVERVIEW

Metro's Regional Flexible Funds Application (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects. Metro evaluated 2022-2024 RFFA project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion. Historically, project applications have not included an evaluation on project risk, which considers the likelihood of a project being completed on time, on budget and as intended. Kittelson & Associates, Inc. (Kittelson) developed a methodology for a risk-based assessment and evaluated risks for each RFFA project application. The risk evaluation augments Metro's outcome-based evaluation by providing additional information for consideration during the RFFA application evaluation process. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

METHODOLOGY

To create the risk-based assessment, Kittelson first assessed various funding agency practices for assessing risk. This informed a framework that considers project development stage, outlines risk considerations, and ranks risk based on likelihood of impact to project. Kittelson worked with Metro to create RFFA application questions specifically included to assess information about project risk. Finally, Kittelson applied the risk framework to the project applications to determine where projects have strengths, weaknesses and where there may be risk to project delivery.

Major Risk Considerations

Kittelson considered, several risk categories for evaluating risk. The following major risk categories were captured in the risk framework:

- Project development status (project readiness)
-

- Quality of project information
- Project complexity (potential implementation challenges)

Project Development Status (Project Readiness)

Project readiness is related to project risk. The farther along in development a project is, the more details have been determined and, therefore, the lower the likelihood of an unknown risk developing. Project readiness was determined based on current project stage in relation to the stages of project development requested for funding. To help inform the project readiness, the Kittelson considered the following criteria:

- Status of planning and scoping documents
- Status of environmental phase and clearances
- Status of preliminary engineering and design
- Status of right-of-way acquisition

This risk category was not intended to penalize projects that are in project development or conceptual development phases. It is instead intended to evaluate the readiness of the project in relation to the project development phases requested for funding. More information about how Kittelson considered project development stages can be found on page 3 in the “Project Development Stage Considerations” section of this memo. However, Kittelson felt it was important to identify criteria around project development to assess the potential of future risks arising.

Quality of Project Information

Kittelson also considered quality of project information in the risk assessment. The quality of a project’s scope, schedule, and budget can highly affect project risk. For example, a project budget that does not consider right-of-way impact for a project that will require right-of-way acquisition increases the risk that the available and requested funding will not cover the necessary project cost. This could, lead to a risk in project delivery. The following criteria were considered within the “Quality of Project Information” category:

- Quality of project scope
- Qualify of project schedule
- Quality of project budget
- Whether or not funding match has been secured

Project Complexity (Potential Implementation Challenges)

The project complexity assessment aimed to identify potential implementation challenges that could affect the cost, schedule, or feasibility of implementing the project as desired. These challenges included considerations like community support, affect to major utilities, environmental impacts, and staff availability. Kittelson considered the following criteria within the “Project Complexity” category:

- Local community support
- Governing body support
- Status of coordination among internal and external agencies
- Staff availability
- Project manager qualified to support the management and delivery of federally funded projects
- Level of outside effort needed to execute project (need for coordination with other jurisdictions, right-of-way acquisition, etc.)
- Major utility relocation need
- Water quality or quantity mitigation need
- Environmental (SEPA/NEPA) impacts defined
- Overall cost

On its own, the cost of a project was not considered to affect the risk of a project. Cost was included as a criterion to help indicate the complexity of a project and therefore was seen as a complexity multiplier, to draw attention to potentially more complex projects.

Project Development Stage Considerations

The projects for which agencies sought RFFA funding are currently in varying stages of project development and request funding to take them through varying levels of development. For example, one project may be in the planning phase currently and the agency may be requesting funding for preliminary engineering and environmental phases, while another agency may have completed its project environmental review and is requesting funding for final design and construction. Different levels of detail are required for risk mitigation at each project development stage. As the project moves further along in project development and is better defined, risks can be better known. For example, a project in the alternative development stages may only have a high-level understanding of the right-of-way impact, while a project through design will know the exact amount and location where right-of-way will need to be acquired.

Kittelson considered the current stage of project development, the stages that are being proposed for RFFA funding, and the project risk through completion into account when creating the risk scoring. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. If the level of risk through construction varied from the risk through proposed RFFA funding, Kittelson noted the overall project risk through construction in the risk summaries.

OVERVIEW OF PROJECT RISK

Kittelson evaluated each project based on the aforementioned criteria. For consistency, each project was assigned a score per criteria, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below. *Please note that the scores below are incomplete, pending the incorporation of data clarification from several agencies. This will be updated and provided when available.*

Project	Completed stages	RFFA Funding Request Project Stage(s)	Risk Level	Risk Summary
Clackamas County - Courtney Avenue Complete Street Project	Planning stage	Preliminary engineering and environment assessment stage, pre-construction (including ROW) and construction phases	Low	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.
Clackamas County - Regional Freight ITS Project Phase 2B	Planning stage (Phase 1), phase 2A to be completed in December 2020	Preliminary engineering, pre-construction and construction phases	Low	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.
City of Forest Grove - Council Creek Regional Trail	Planning stage, alternatives identification and evaluation phase	Preliminary design (project development phase)	Moderate	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.
City of Gladstone - Trolley Trail Bridge Environmental/ Engineering	Preliminary feasibility study to be completed in December 2019	Planning, alternatives identification and evaluation, preliminary design and final design (project development phase)	Low	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.
City of Gresham - Division Complete Street – Phase 1	30% planning stage (including preliminary environmental scoping)	Preliminary design, pre-construction and construction phases (including ROW and utility relocation)	Moderate	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, because the project is on an existing and entirely city-owned facility and utility relocation needs are minor, overall risks are moderate.

City of Milwaukie - Monroe Street Neighborhood Greenway	Planning phase and alternative analysis phase, preliminary design phase is ongoing	Construction phase for two out of five segments of the project (segment D and E)	Moderate	There is risk associated with the uncertainty of funding for final design. Funds are being requested for construction phase of segment D and segment E; but the project match is being provided through delivery of adjacent segments. For those segments, a rail crossing modification will require Union Pacific Railroad (UPRR) approval of 100% and coordination with ODOT Rail Division is necessary within other project segments. Segment A also has intersections with Class 1 and 2 Title 13 lands. Because those complexities do not directly affect Segments D and E, for which funding is requested, overall project risk for the funding request is moderate.
Multnomah County - Completing the Sandy Boulevard Transportation Gap	Currently in planning phase	Project development including stakeholder engagement and environmental tasks up to 15% design	Low	There are risks associated with the project proximity to fish bearing streams and flood zones in the area. Project will also require coordination with multiple agencies. Because project is only requesting funding through project development to allow to mitigate these risks, overall risk to project is low.
Multnomah County - NE 223 rd Avenue – Access for Freight and Active Transportation	Currently in preliminary planning stage	Project development, alternatives identification, preliminary design, final design, right-of-way, utilities, and construction phases	Moderate	There are risks associated with requesting funding for right-of-way acquisitions, utility relocation and construction phases without first having completed other project development stages. The risks include potential right of way acquisitions, utility relocation and environmental impacts as the project intersects with Class 1 and 2 riparian corridors. Overall project risk is moderate.
City of Oregon City - Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project	Planning stage	Alternatives identification and evaluation and preliminary design phases (project development)	Moderate	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.

City of Portland - Central Eastside Belmont & Morrison Multimodal Improvements	Planning phase, portion of the alternatives identification and evaluation phase; includes engineering cost estimate	Alternatives identification and preliminary design, final design, right-of-way, utilities, and construction	Low	There are risks associated with requesting funding for construction without first having completed project development. Permanent right-of-way acquisition is not expected to be necessary, it does not affect environmentally sensitive areas, and interagency coordination is expected to be minor. Overall project risk is low.
City of Portland - Cully/Columbia Intersection Improvements	Planning phase and alternative identification and evaluation phase	Preliminary and final design, right-of-way, utilities, and construction phases	Moderate	There are risks associated necessary right-of-way acquisition and coordination with outside agencies, including Union Pacific Railroad and ODOT rail. This risk has been somewhat mitigated by beginning early coordination and support from ODOT Rail. Overall risk is moderate.
City of Portland - N Willamette Boulevard Active Transportation Corridor	Planning stage, portion of project development	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	Low	There are risks associated with parking removal along the corridor and funding for construction without first having completed project development. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.
City of Portland - NE 122nd Avenue Multimodal Safety and Access Improvement Project	Planning phase, portion of the alternatives identification and evaluation stages	Alternatives identification and evaluation, pre-construction and construction phases	Low	The project will add crossings along the corridor. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. There is some risk associated with funding construction without first having completed project development. Overall, project risk is low.
City of Portland - NE MLK Jr Boulevard Safety and Access to Transit	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	Low	There is some risk associated with funding construction without first having completed project development, especially because there is a known need for further outreach. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. . Overall, project risk is low.

City of Portland - Springwater to 17th Trail Connection	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	High	There is some risk associated with funding construction without first having completed project development. Other risks associated with this project include heavy coordination with outside agencies. The project will require a Pedestrian Access Easement from PGE and will require the OPRR rail tracks to be adjusted, which will also require coordination with ODOT Rail. Overall project risk is high.
City of Portland - Stark/Washington Corridor Safety Improvement Project	Planning phase	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	Moderate	There are moderate risks associated with the project which, including coordination with outside agencies (ODOT) for changes in the freeway interchange areas.
City of Portland - Taylors Ferry Transit Access and Safety	Planning phase	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	High	Risks include high need for coordination with outside agencies, as ODOT will need to approve of the project, and funding the project through construction when project development stages have not yet been completed. Other risks include environmental impacts (modification to the Woods Creek culvert as the project crosses Woods Memorial Natural Area and Woods Creek via an existing culvert) and other permitting requirements due to potential impacts to a Title 13 resource.

City of Sherwood - Blake Street Design – Tonquin Area East-West Corridor	Planning phase	Project development, preliminary design	Moderate	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.
City of Tigard - Bull Mountain Complete Street	None	Planning phase, public engagement, alternatives analysis	Low	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.
City of Tigard - Red Rock Creek Trail Implementation Plan (RRCTIP) – Alignment Study	Planning, concept development	Project development	Moderate	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.
Washington County - Aloha Safe Access to Transit	Various depending on the project components	Planning phase, alternatives identification, public involvement, preliminary design, right-of-way, construction	Low	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.

Washington County - Bike and Ped Bridge Crossing of US 26 at Cornelius Pass Road	Planning, concept development, alignment	Preliminary design	Low	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.
City of West Linn - OR 43 Multimodal Improvement Project – Mapleton Dr. to Barlow St.	Planning, concept design, detail design	Construction phase	Moderate	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Finally, further discussion with ODOT staff on progress of current project development is needed prior to final assessment rating, as project development may require additional funding before going to construction. There is potential for this RFFA funding to be applied to project development activities instead of construction.

CONCLUSION

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. It could help inform the RFFA project funding decision making process. Project risk should be balanced with intended project outcomes to make the decision about which RFFA applications should be prioritized.

Materials following this page were distributed at the meeting.



Oregon Department of Transportation



Corridor Bottleneck Operations Study 2

Scott Turnoy
Principal Planner
Oregon Department of Transportation
October 17, 2019



Overview

- Background
- Objective and approach to CBOS 2
- Portland area freeway congestion bottlenecks
- Opportunity identification and evaluation
- Opportunities included in CBOS 2 Atlas
- Next steps





Background

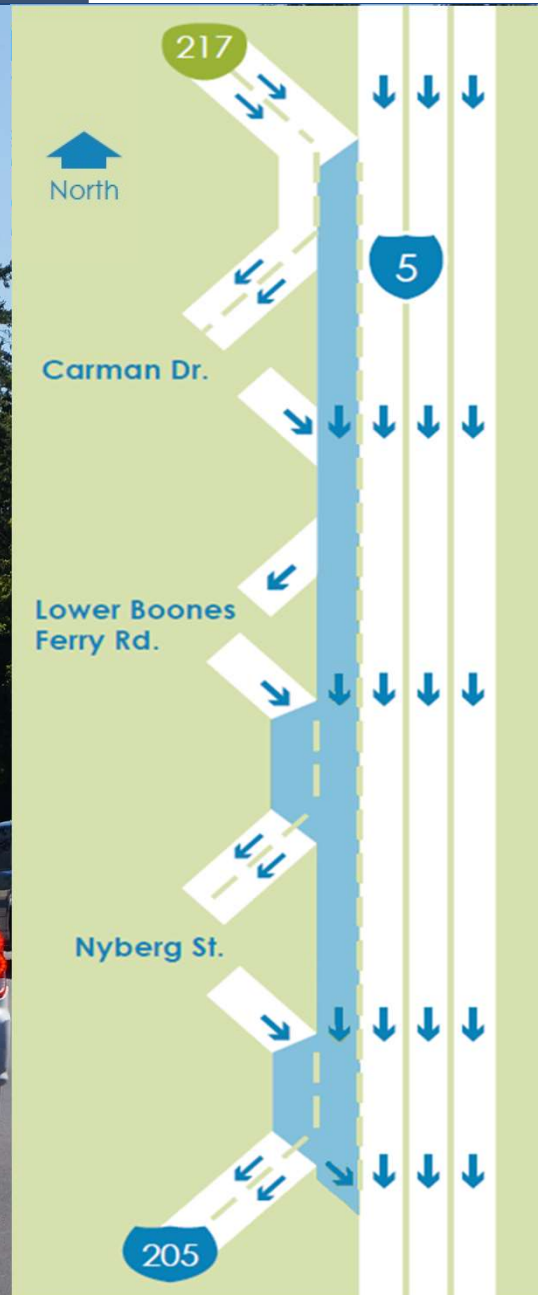
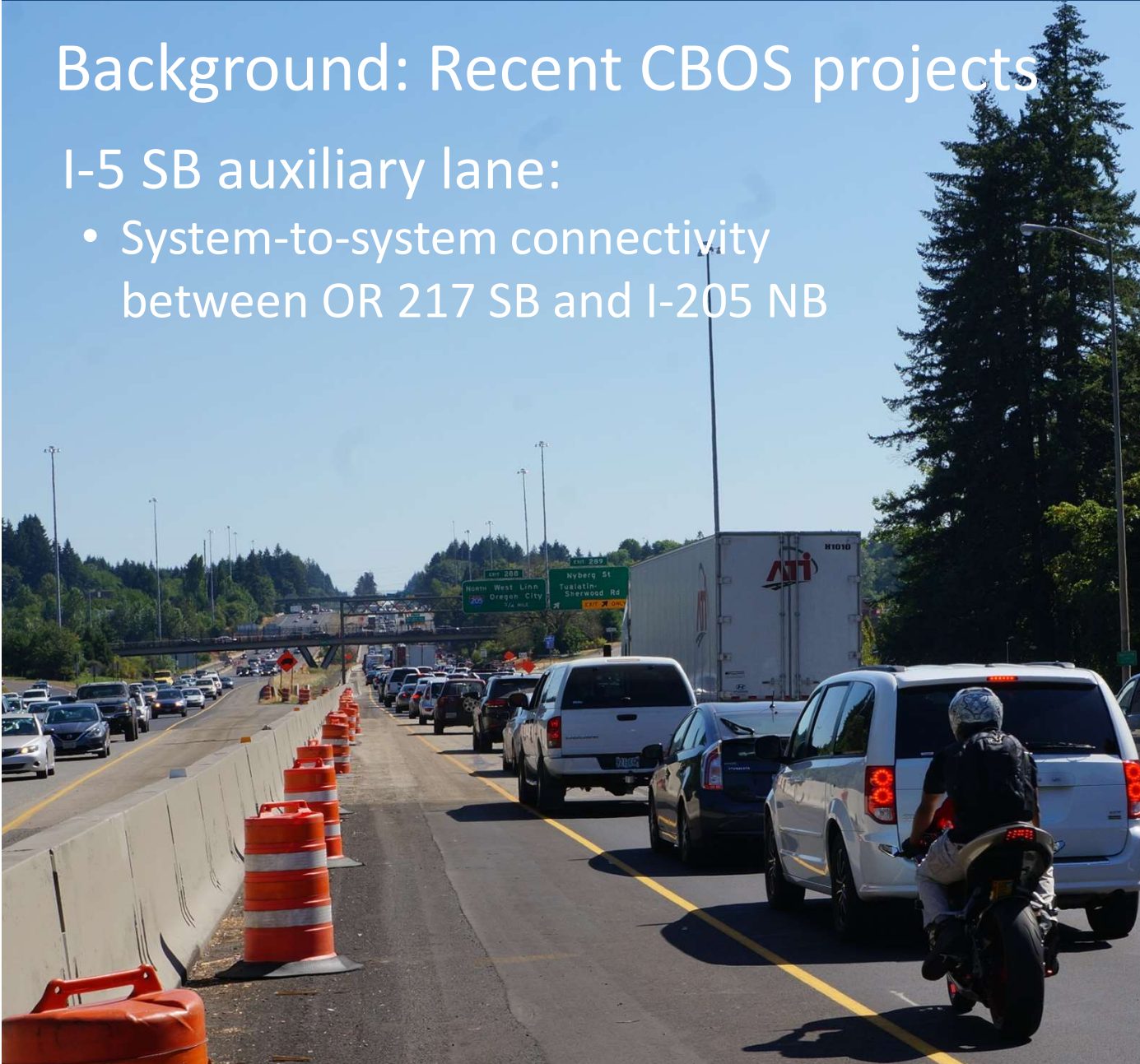
- Original CBOS completed in 2013
 - Response to federal Localized Bottleneck Reduction program
 - Focus on I-5, I-84, I-205, I-405, US 26
 - Identified 36 recurring bottlenecks and 21 project opportunities
 - Most projects in the original atlas have been built or are in construction, expedited by HB2017
 - Success on I-5 SB (Tualatin) and I-84 EB (Halsey exit to I-205 NB exit)
- Current effort looks at next batch of problem areas and potential operational solutions



Background: Recent CBOS projects

I-5 SB auxiliary lane:

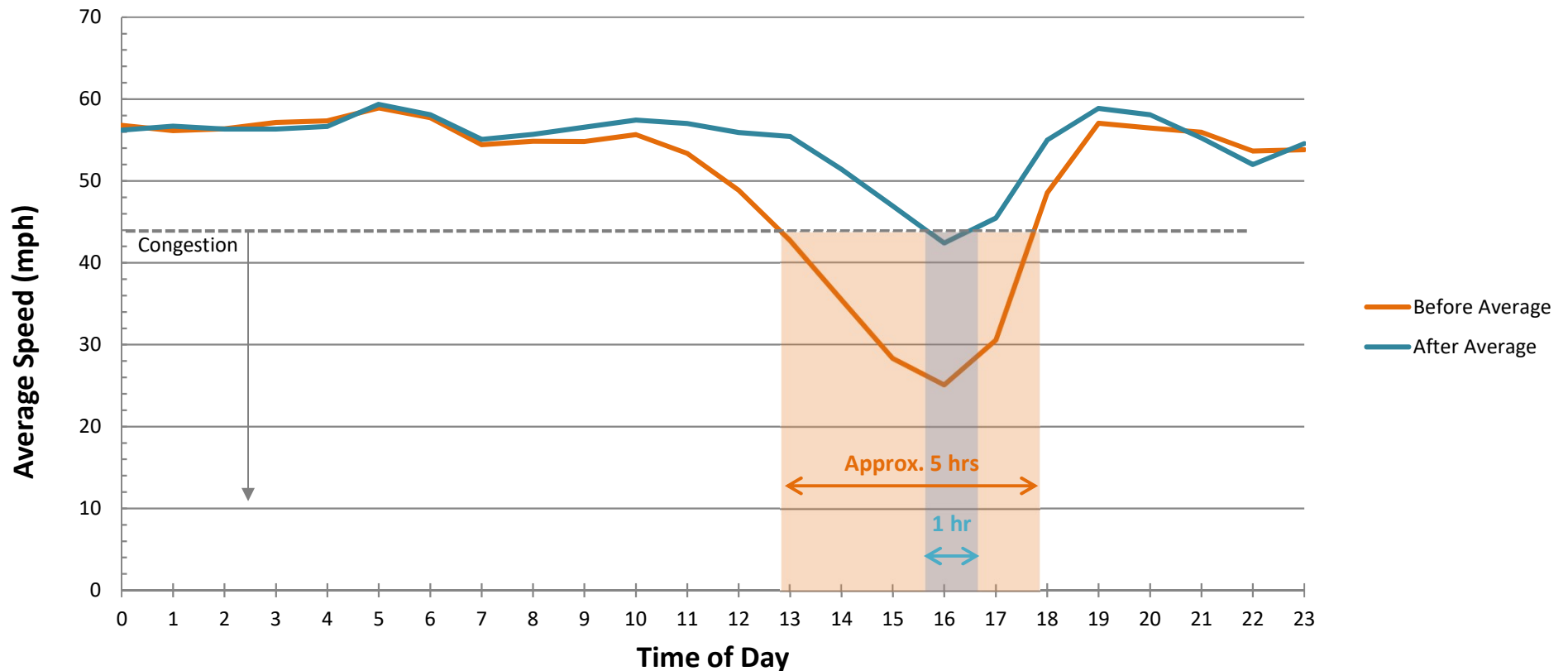
- System-to-system connectivity between OR 217 SB and I-205 NB





Before/After Comparison

I-5 S: OR 217 to I-205



Congestion = 75% of free-flow speed (about 44 mph)

Average Hours of Congestion: Before = 5 hours After = 1 hour

5 Delay Reduction Savings = \$4.2 million annually



CBOS 2 objective and approach

Generate menu of cost-effective operational improvements for the Portland area freeway system

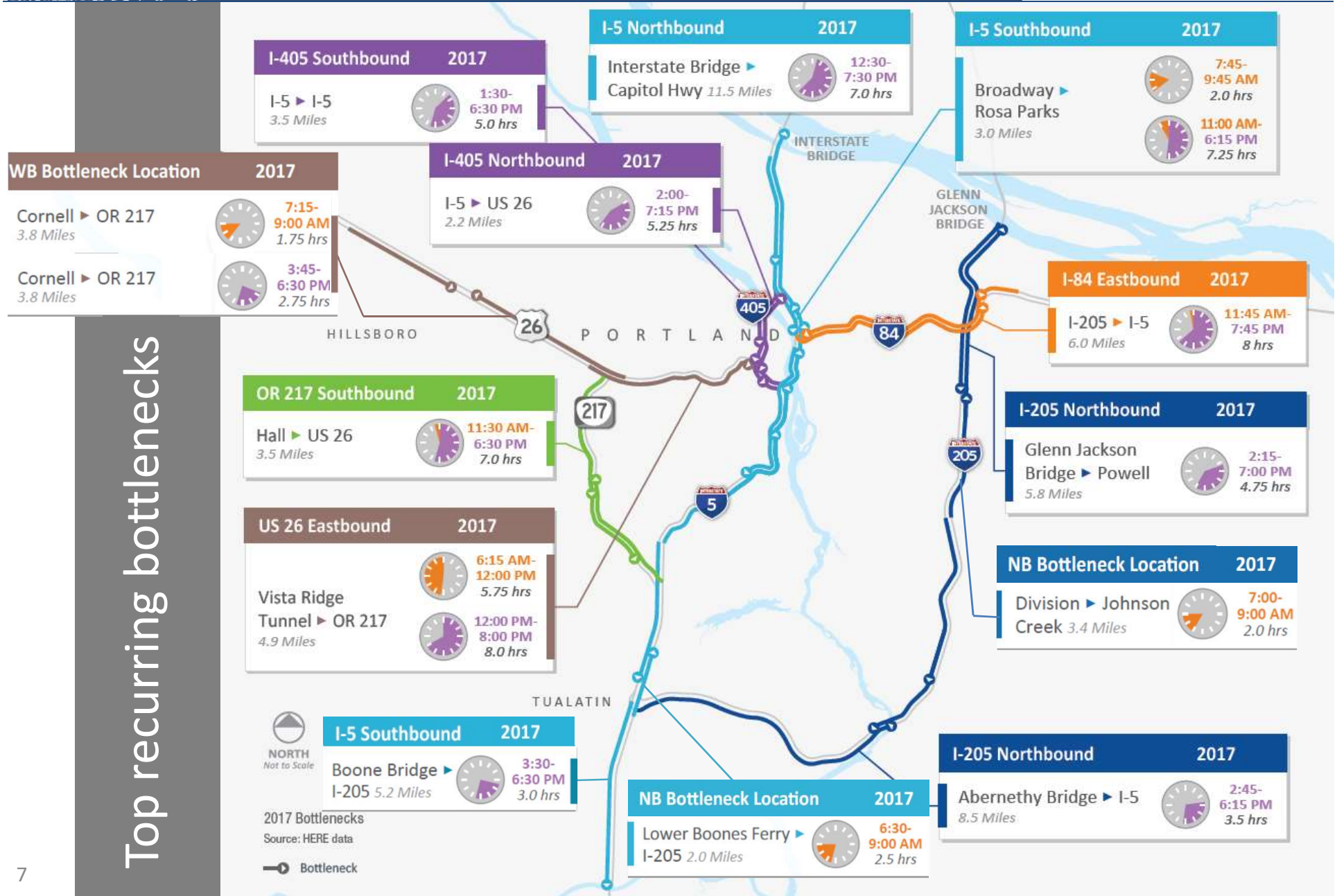
Technical operations analysis:

- Portland area freeways
 - I-5
 - I-405
 - I-84
 - US 26
 - I-205
 - OR 217
- Identify bottlenecks
- Develop alternative improvement concepts
- Refine opportunity list based on feasibility criteria





Oregon Department of Transportation





Opportunities considered in CBOS 2

Improvements with safety and operational benefit

- Ramp modifications
- Auxiliary lanes
- ATM signs

(1 of 2)

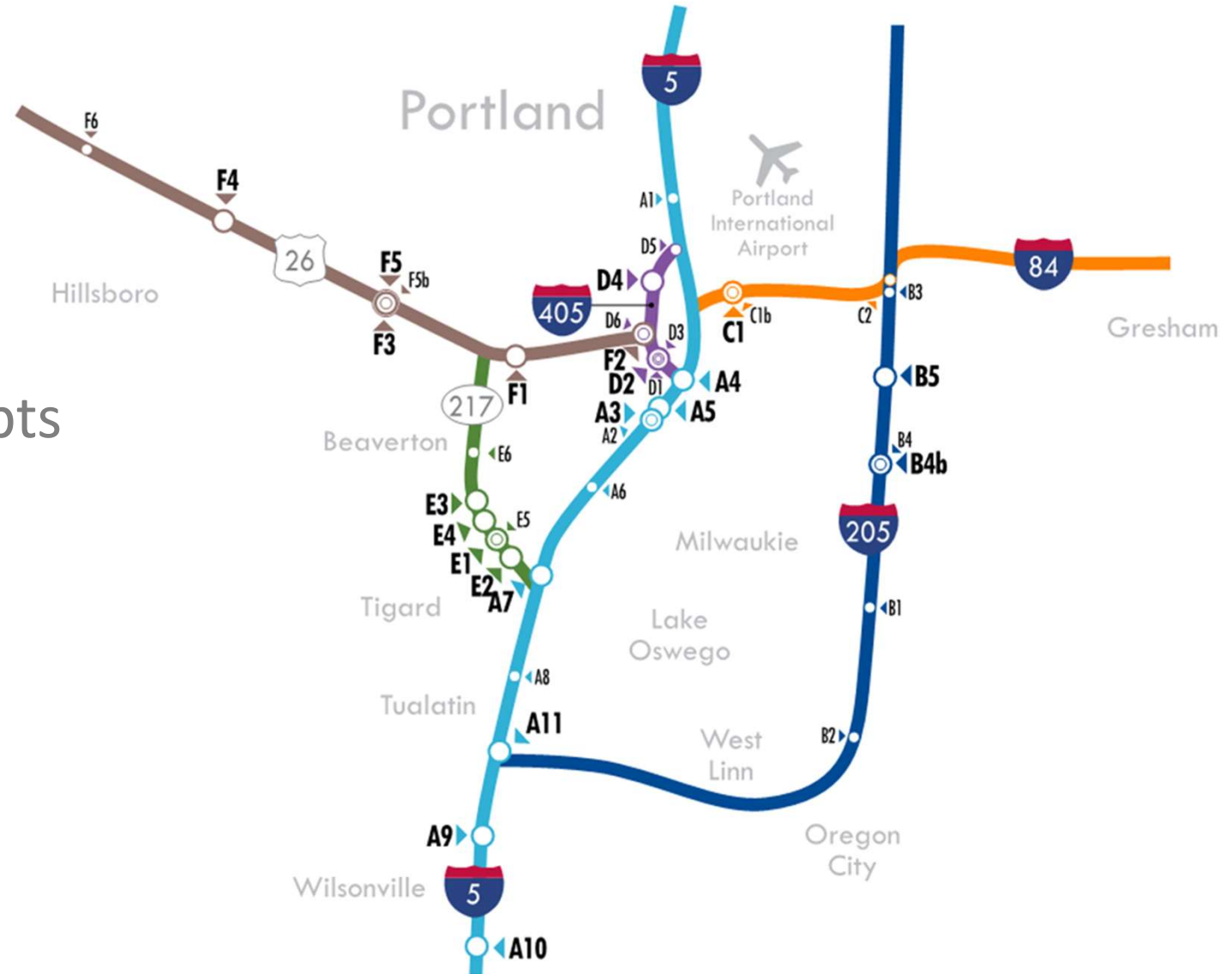
I-5 NB at Terwilliger Blvd entrance ramp	
OBJECTID	17
UID	1,004
Corridor	Interstate 5
Direction	NB
Bottleneck Description	I-5 NB at Terwilliger Blvd entrance ramp
Potential Project	
Project Description	Extend Terwilliger entrance ramp through curve. Operational and safety benefits associated with the enhanced design for

[Zoom to](#) [Edit](#)



Opportunities considered in CBOS 2

47 concepts
evaluated





Opportunities considered in CBOS 2

Projected Performance Evaluation

- Speed
- Volume to Capacity
- Queuing

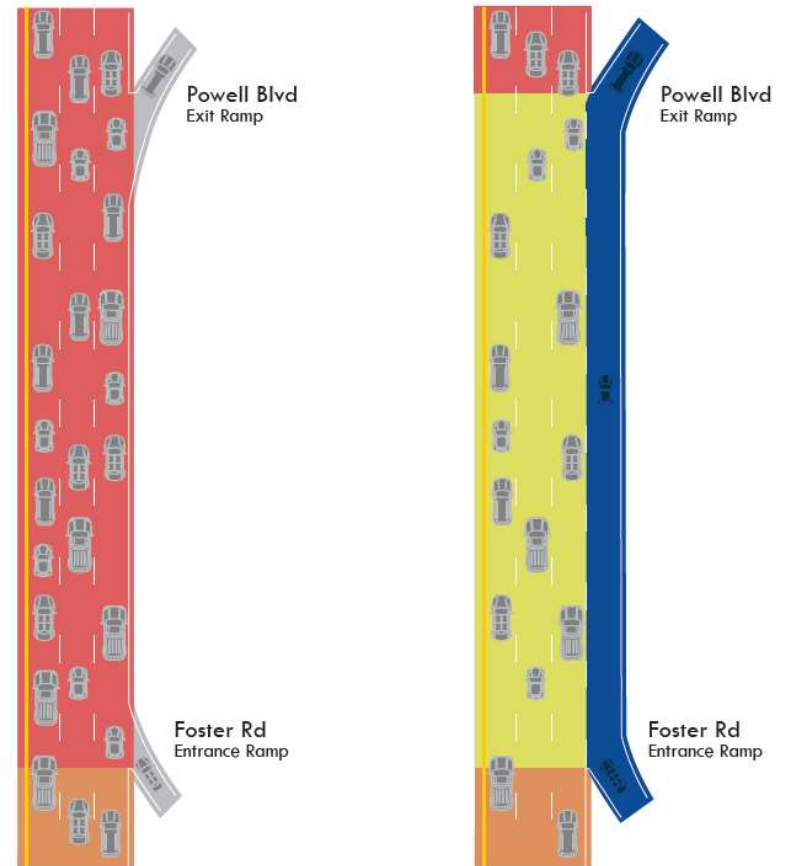
Safety Considerations

- SPIS site locations
- Crashes and crash type

Other Factors

- Impacts to structures, right-of-way, environmental sensitivity
- Estimated cost

Operations



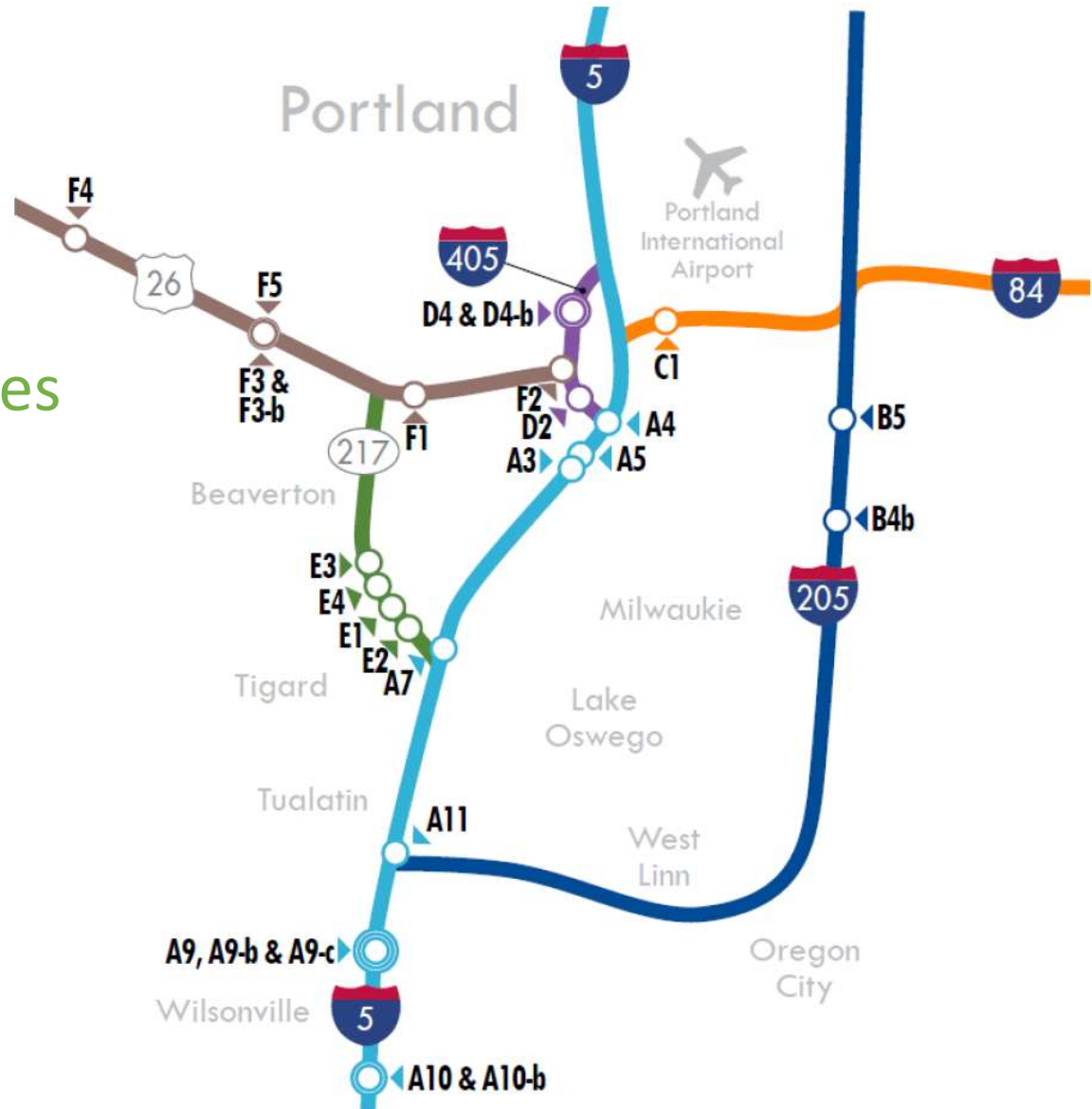
Existing

Concept



Opportunities considered in CBOS 2

26 opportunities
included in the
CBOS 2 Atlas





Next steps

- Finalize report (November 2019)
- Refine concepts (2020)
 - Traffic analysis
 - Planning level design
 - Agency coordination



Portland Region

Corridor Bottleneck Operations Study 2

Overview

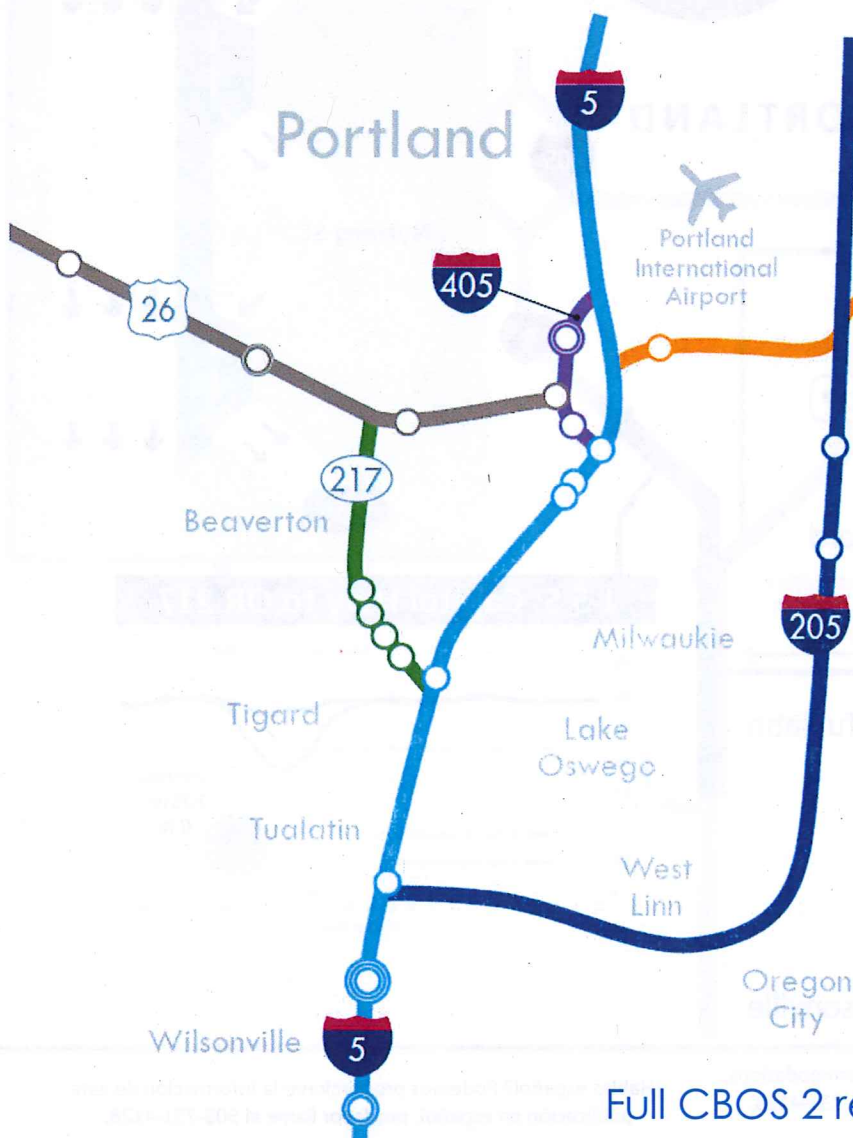
ODOT Region 1's Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies opportunities to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of opportunities from which ODOT can

select for design and construction as funding becomes available. CBOS 2 opportunities are identified and evaluated to determine potential measurable benefit and feasibility.

CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost "fixes" at spot-specific locations to address safety issues.

CBOS 2 Opportunity Locations



Evaluation

CBOS 2 opportunities are evaluated on operational and safety performance compared with existing conditions. The analysis considers vehicle speeds, volume to capacity performance, queuing, crash hot spots and ODOT SPIS site locations, as well as potential an opportunity's impact to structures, right-of-way and environmental sensitivities.

Improvement Types

ODOT Region 1 evaluated opportunities across six freeway corridors in an effort to address several of the 38 freeway congestion bottlenecks. The CBOS 2 Atlas illustrates the benefits and feasibility of 26 opportunities. These include the following improvement types:

- Auxiliary lanes (ramp-to-ramp lanes)
- Ramp modifications
- Entrance ramp metering
- Dual exit lanes
- Active Traffic Management (ATM) signs
- Braided ramps
- Ramp management
- Truck climbing lane

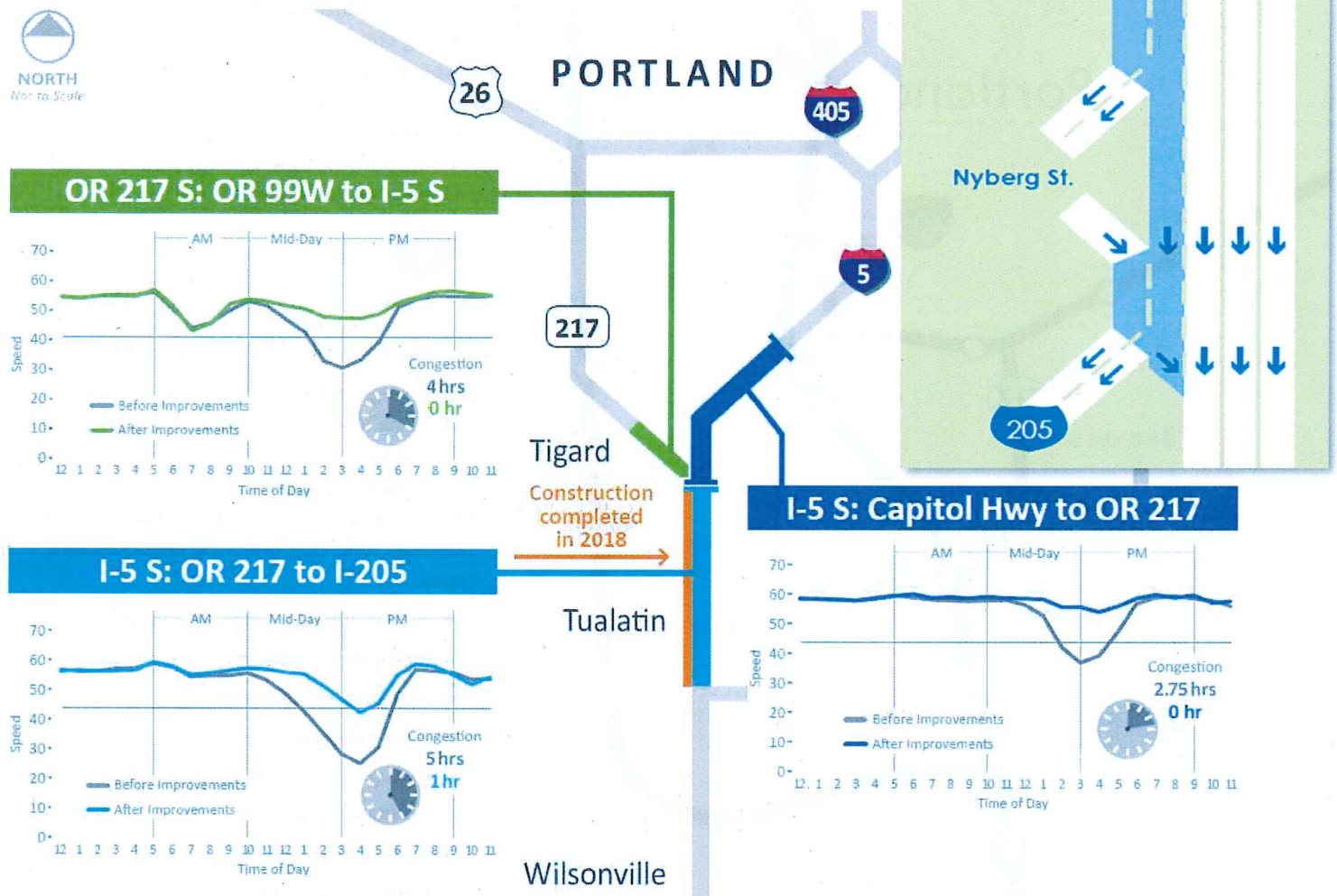
Full CBOS 2 report and weblink coming soon

Example CBOS improvement: I-5 SB auxiliary lane

CBOS 2 is the second such effort to identify lower-cost projects to improve safety and operations on Portland area freeways. Several projects from the first CBOS list have been built over the last five years and shown positive impacts. For example, preliminary data illustrating the performance of the recently constructed I-5 southbound auxiliary lane between OR 217 and I-205 have shown major benefits. Prior to construction, the project area experienced five hours of congestion on an average weekday. In the initial weeks following project construction, this same area experienced about one hour of congestion on weekdays as motorists entering I-5 southbound from OR 217 can avoid weaving and lane changes all the way to I-205.

Return on Investment

This project addresses the bottleneck on this section of freeway and improves traffic flow upstream on I-5 between Capitol Highway and OR 217, as well as OR 217 southbound between OR 99W and I-5. The project cost was \$28.3 million for construction and will have an estimated delay cost savings of \$8.4 million annually to motorists.



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

¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.

CBOS 2 opportunity list

	Location	Type
I-5	Southbound: Hood Avenue entrance ramp to Terwilliger Boulevard exit ramp	Truck Climbing Lane
	Northbound: Corbett Avenue ATM sign	Advanced Directional Signage
	Northbound: Terwilliger Boulevard entrance ramp	Extend Acceleration Lane
	Southbound: Haines Street entrance ramp to OR 217 exit ramp	Auxiliary Lane
	Southbound: Wilsonville Road exit ramp and shoulder	Extend Deceleration Lane
	Southbound: Elligsen Road westbound entrance ramp to Wilsonville Road exit ramp	Auxiliary Lane
	Southbound: Elligsen Road exit ramp to Elligsen Road westbound entrance ramp; Wilsonville Road exit ramp to Wilsonville Road entrance ramp	Auxiliary Lane
	Northbound: Canby-Hubbard Highway entrance ramp	Ramp Metering
	Northbound: Canby-Hubbard Highway entrance ramp to Miley Road entrance ramp	Auxiliary Lane
	Northbound: I-205 entrance ramp to Nyberg Street exit ramp	Braided Ramps
I-205	Northbound: Johnson Creek Boulevard entrance ramp to Foster Road exit ramp	Auxiliary Lane
	Northbound: Foster Road entrance ramp to Powell Boulevard exit ramp	Auxiliary Lane
I-84	Eastbound: Grand Avenue entrance ramp to west of 12th Avenue structure	Extend Acceleration Lane with Traffic Separation
I-405	Southbound: Montgomery Street entrance ramp	Ramp Management
	Southbound: Everett Street/Glisan Street exit ramp	Ramp Management
	Southbound: US 30 to Burnside Street exit ramp	Auxiliary Lane
US 26	Eastbound: OR 217 entrance ramp to Sylvan Boulevard exit ramp	Auxiliary Lane
	Eastbound: US 26 exit ramp to I-405 southbound	Extend Deceleration Lane
	Eastbound: Murray Boulevard entrance ramp	Extend Acceleration Lane
	Eastbound: Murray Boulevard entrance ramp to Cedar Hills Boulevard exit ramp	Auxiliary Lane
	Westbound: Bethany Boulevard entrance ramp to 185th Avenue exit ramp	Auxiliary Lane
	Westbound: Murray Boulevard entrance ramp to Cornell Road exit ramp	Auxiliary Lane
OR 217	Southbound: OR 99W exit ramp to OR 99W entrance ramp	Auxiliary Lane
	Southbound: OR 99W entrance ramp to 72nd Avenue exit ramp	Auxiliary Lane
	Southbound: Scholls Ferry Road entrance ramp to Greenburg Road exit ramp	Auxiliary Lane
	Southbound: Greenburg Road entrance ramp to OR 99W exit ramp	Auxiliary Lane

Note: For any potential opportunities that include a ramp closure it will be important for ODOT to coordinate with local government, freight motor carriers, the business community and neighborhood groups prior to implementation to ensure ODOT and stakeholders understand potential benefit and impacts.

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

¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.



SUNRISE MOVEMENT PDX

Anna Kemper

10.17.19 Testimony at the Joint Policy Advisory Committee on Transportation (JPACT) meeting: Opposition to Item 5.1: Corridor Bottleneck Operations Study (CBOS)

Good morning. My name is Anna Kemper and I was born and raised in Portland. I'm 23 years old. I am here today as a young professional in the renewable energy industry and on behalf of Sunrise PDX, a growing movement of young people invested in a just and sustainable future.

I was 13, the same age as these representatives from Harriet Tubman Middle School, when I first learned about climate change and the impacts of greenhouse gasses, and I remember first being shocked, and then thinking, by the time I'm grown up, it will all be figured out.

Well, older generations have failed to take proper action on Climate Change. I will be 34 years old by the time my climate fate is sealed.

I attended last month's Transportation Funding Task Force meeting in which we heard from community members from each county on citizen's priorities for transportation planning in Portland. **Overwhelmingly, the top priority for everyone who spoke was "safety".** 40% of Oregon's emissions come from transportation, and with our vast understanding of how devastatingly impactful these carbon and other toxic emissions are, and their disproportionate impact on marginalized communities, compromise on this issue of freeway expansion is nothing short of intergenerational theft. **Let me be clear: Widening freeways and investing in increased road capacity for single occupancy vehicles, as ODOT is proposing in their CBOS presentation today, is not prioritizing safety for me or my generation.**

The transportation problems we face are not unique to Portland—the congestion, traffic accidents, and vehicle pollution—these are problems being faced by cities across the country. **However, at this moment in time, you as committee members have an opportunity, and frankly, a responsibility, to take action in Portland in regards to the climate crisis we are facing.** As the No More Freeways coalition has shown through their three year advocacy

against ODOT's Rose Quarter Freeway Expansion, freeway expansion is a policy failure. Despite what the agency will tell you this morning, it is toxic to our lungs, devastating to our planet, extremely costly, and it doesn't even help with traffic congestion. Taking action against the status quo will require **political courage**, but I am pleading with you to do the right thing and treat the climate crisis like the emergency it is. In order to sustain a just and livable future, you must prioritize robust, affordable and safe alternatives to car transportation wherever possible. Sunrise PDX requests that the transportation dollars for the freeway expansion be reappropriated to instead expand active transportation options, public transit and "green infrastructure."

Sunrise PDX is a powerful and growing coalition, and we are watching closely. I

remember how I felt when I was 13. I hope that by the time I'm 34, and by the time that I'm your age, I can look back on this meeting as one of the many defining moments in which the people in charge stuck their necks out and supported my future. Thank you for your time.

Date: October 17, 2019
To: Joint Policy Advisory Committee on Transportation (JPACT)
CC: Transportation Policy Alternatives Committee (TPAC)
Oregon Metro
Oregon Transportation Commission
Oregon Governor Kate Brown
From: Adah Crandall, Eighth Grade Student, Harriet Tubman Middle School
Charlet Andersen, Eighth Grade Student, Harriet Tubman Middle School
Harriet Tubman Middle School Environmental Justice Club
Re: Student Testimony Regarding Oregon Department of Transportation's
Corridor Bottleneck Operations Study (CBOS)

Charlet Andersen:

Hi, my name is Charlet Andersen and I am an 8th grade student representing Harriet Tubman Middle School. I am here today to speak in opposition to the Oregon Department of Transportation's proposed freeway expansions included in the "CBOS" study you will be hearing from today. Our club first got involved with this issue because we were concerned about the diesel emissions from I-5, which is literally right in Tubman's backyard. But we realize that we are not the only school suffering the effects of diesel pollution. This is a statewide problem. When I go outside for recess, I do not see trees or sky. I see a highway, and I see the diesel trucks whose emissions pose a threat to our health. This is not fair. Wake up, I don't want my siblings and their peers to go through this when they come to Tubman or other PPS schools in the future. Nor will parents prevent it from happening. You know this, so why aren't you doing anything about it? I need you to fix this so that they do not have to suffer what we do.

HTMS's inconvient located right above a highway comes with many problems. Highways everywhere are located near schools, so listen.. What matters most are the students, the next generation of Portland. This generation growing up and getting their education near freeways comes with a whole list of new issues.. If the expansion passes, then our school and others are going to need a plan and maybe even a new location. I say this because once again what matters most are the learners. I know if I was a second grader and I went on a nature walk only to find cars instead of trees and freeways instead of grass I would be highly disappointed.

For the same reasons we opposed the Rose Quarter freeway Expansion, we are also concerned about expansions that ODOT is proposing in the Corridor Bottleneck Operations Study and you should be too. First of all, it doesn't take a law degree to see that the widening freeways only encourages more driving. If our club of 30 middle schoolers can understand induced demand, you can too. Why do you think this will be the *one time* that ODOT's freeway expansions will somehow magically make congestion any better?

As students, we are more worried about traffic safety than freeway widening. Since HTMS opened in the fall of 2018, there have been 3 instances where students were hit by cars while walking or biking to school. Why would you spend money on freeway expansions all over the region when the same money could pay for sidewalks, crosswalks and bike lanes at every school across the region, from Gresham to Hillsboro? Think of it this way: When you were a kid, you tried to save up your allowance so that when there was something really, really important, you'd have the money to buy it. We want you to spend our allowance not on more freeways, but on sidewalks and crosswalks - it's time for you to give us that money, and we are demanding you to spend it wisely.

You get what i mean.. I hope.
Thank you for your time.

Adah Crandall:

Good morning, My name is Adah and I am also an 8th grader at Harriet Tubman Middle School. These freeway expansion proposals have a bigger effect than just air pollution in Oregon, if they are passed, the amount of greenhouse gas emissions increase. Projects like this will only continue to fuel the climate crisis.

We are past the time where climate denial is valid. There is no longer time to wait for those who refuse to accept this disturbing reality. I spent a long time trying to think of a more intelligent way to say this but I think it is best phrased very simply: What are you doing? We are moving in the wrong direction! I need you to invest in green new policies, not extra auxiliary lanes whose only purpose will be to increase congestion, worsen air quality, and further deteriorate our planet for future generations. This is an issue of valuing profit over students, and it is disappointing to think our legislators and lawmakers would prioritize expanding freeways over the wellbeing of Portland's youth. While you may not live to see the lasting effects of climate change, we will.

Everyone says that the Portland region is green and sustainable but policies like the auxiliary lanes being proposed contradicts that completely. Metro's own planners called ODOT out on this when they wrote a letter saying ODOT's claims were "not factually true and potentially misleading." Us middle schoolers have our own special word for that- we call it a "lie." And I am tired of being lied to by the politicians who literally hold my future in their hands. I will be 22 years old in 2030 when my climate fate is sealed. I will barely have reached voting age. But I am old enough now to get up at 6AM and say to your face what you refuse to accept: 40% of Oregon's carbon emissions come from transportation. You have the power to change this, and I hope you will make the right choice.

I realize that I may not understand the full complexity of this issue. After all, I am only 13 years old. But nothing that ODOT can say about traffic congestion or efficiency can diminish the

significance of one fact: we are in the midst of the biggest crisis humanity has ever faced. And saying no to ODOT's proposals to study more freeway expansions is a great way for people like you to help fight the climate crisis. It may not seem like a few extra lanes on some highway in Portland, Oregon will have an impact on the climate crisis as a whole, but right now you have the opportunity to be apart of something even bigger. If we all work together, we can survive the climate crisis. But first you need to wake up and face the facts. Do not let ODOT expand these freeways. I am asking you to think of all the young people at Tubman worried about air pollution, all of the young people around the region who can't walk to school, and all of the young people across the planet terrified about what your inaction is doing to our climate.

Myself and my fellow members of the HTMS environmental club would like to thank you for this opportunity to testify and leave you with one question:

Are you a climate leader?



Date: Thursday, October 17, 2019

To: Joint Policy Advisory Committee on Transportation (JPACT)

CC: Transportation Policy Advisory Committee (TPAC)
Metro Council
Oregon Transportation Commission
Governor Kate Brown

From: No More Freeway Expansions Coalition

Subject: Testimony Regarding Item 5.1 on JPACT 10/17 Agenda - Community Opposition to ODOT's Corridor Bottleneck Operations Study II

The No More Freeway Expansions Coalition is submitting testimony today expressing our explicit opposition to the numerous freeway expansion proposals included in Oregon Department of Transportation's (ODOT's) Corridor Bottleneck Operations Study (CBOS) to be presented at this morning's Joint Policy Advisory Committee on Transportation (JPACT) meeting.

Our coalition welcomes and actively clamors for public investment in transportation infrastructure to alleviate congestion, reduce carbon emissions, improve air quality, tackle regional inequality and provide meaningful transportation options. The freeway expansion proposals ODOT enumerates in this CBOS proposal as worthy of study will do exactly the opposite of all of these important initiatives. Any elected official across the region who cares about improving air quality, reducing carbon emissions, alleviating traffic congestion, or sticking up for effective use of their constituents' tax dollars should join us in questioning ODOT's proposals.

Regional bodies like JPACT exist to help steward collaborative discussions on how resources can be spent to best meet regional goals - documents like the Regional Transportation Plan (RTP) represent our regional leaders collaboratively and deliberately planning for a healthier, sustainable future. What you will hear from ODOT this morning represents a sly power grab from a state agency disinterested in participating in this regional collaboration, hoping that you won't notice that they continue to claim the 21st century problems of climate change, traffic congestion and air pollution can only be solved by their 20th century solution - expensive construction projects to build wider freeways. ODOT's request to use left over State Transportation



Improvement Program (STIP) funding to slyly seed these numerous freeway expansion projects instead of giving that money to the well-documented other local and regional transportation needs is a deliberate attempt on the agency's behalf to circumvent your prerogative as local leaders to collaboratively plan for healthier, more sustainable, and equitable communities in line with agreed-upon regional goals. Simply put, every dollar ODOT proposes to spend on the "auxiliary lanes" proposed on I-5, I-205, I-405, Highway 26, Highway 27 in the CBOS II package is a dollar our region wastes and doesn't instead spend on improving the mobility and livability of our region.

Climate Leaders Don't Widen Freeways

Approximately 40% of Oregon's carbon emissions come from transportation;¹ It's the only sector of Oregon's economy where emissions are rising, and any expert who has studied the issue will confirm: we must reshape our communities to drastically reduce the number of vehicle miles driven to have any chance at hitting our carbon emission reduction targets. No More Freeways has been harping on this for years, even before the IPCC report; Governor Brown joined us this month in acknowledging the need for this change in a letter last month to numerous agency leaders (including the Oregon Transportation Commission's Bob Van Brocklin and ODOT's new director-to-be Kris Strickler):

*"One of the most cost effective strategies to reduce greenhouse gas (GHG) emissions from the transportation sector in Oregon is to integrate land use and transportation planning in ways that reduce the frequency and distance that people must drive. Compact, mixed-use cities with plenty of options for walking, cycling, and public transit not only reduce per capita GHG emissions but also provide the most equitable transportation access for every resident."*²

¹ Multnomah County's recent report pegged transportation as responsible for 42% of the county's emissions in 2017. The report can be read here: <https://www.portlandoregon.gov/bps/article/742162>

² Governor Kate Brown's Sept 23 letter to the Oregon Transportation Commission, Oregon Department of Transportation, Oregon Department of Energy, Oregon Department of Environmental Quality, and Oregon Department of Land Conservation and Development is available here: https://nomorefreewayspx.files.wordpress.com/2019/10/sts_implementation_ltr_to_agencies_commissions-2.pdf



Spending tens or hundreds of millions of dollars to widen freeways across the region, as proposed in this CBOS report, is **directly antithetical** to these initiatives for a healthier, more equitable, more prosperous, and more climate-friendly region. Today's JPACT meeting comes twelve months after the publication of the infamous Intergovernmental Panel on Climate Change (IPCC) report, that warned human civilizations have twelve years to fundamentally reshape our relationship to fossil fuels to stave off a century of catastrophic planetary destruction. Just last month, 20,000 Oregonians attended the Youth Climate Strike; denial is no longer an acceptable climate policy. The silence on behalf of ODOT to reconsider their freeway expansions in light of increasingly dire headlines (Hurricane Dorian? Typhoon Hagibus? PGE cutting off electricity in the Bay Area to mitigate against fire season?) is deafening, and requires intervention and climate advocacy from municipal and regional leadership.

To be unapologetically blunt, it is immoral for elected leaders to ignore this imperative to act on climate, and ODOT's proposal here represents a massive opportunity to demonstrate your values. Current and future generations will suffer due to your acquiescence to slow the expansion of freeways across the region. An average Oregonian born today is expected to be alive in 2100; our only hope of providing them a hospitable planet that can sustain human civilization at that age requires massive disinvestment from fossil fuel infrastructure and a paradigm shift towards investments in transit, biking and walking. If Oregon wants to be a climate leader, we simply cannot afford more freeway expansion.

It's Not Just About the Carbon - Numerous Other Regional Livability Initiatives Require reigning in ODOT's Freeway Expansions

Congestion Relief: It's undeniably true that the combination of comparably low gas prices, a burgeoning economy, and rising housing costs that forced many to flee to housing on the periphery of the region has led to significant traffic congestion across the Portland region. No More Freeways fully acknowledges: traffic sucks, and we need solutions to eliminate gridlock and traffic congestion.

It's with this understanding that we emphatically encourage JPACT voting members to oppose any expansion of freeway road capacity within the Urban Growth Boundary without first implementing congestion pricing to address recurring traffic congestion. Congestion pricing is the only policy initiative that has **ever** demonstrably impacted traffic congestion. Congestion pricing can also raise revenue that can help



fund the retrofitting of our region's transportation system for more public transportation, walking and biking. There are good faith concerns about how to implement the policy equitably, but there are clear policy solutions that would ensure low-income and otherwise vulnerable communities don't bear the brunt of the burden for road pricing.³ Blowing all of our money widening roads that may not need to be widened in the first place is terrible public policy.

Safety: ODOT constantly cries poverty every time pedestrian and bicycle safety organizations demand accountability for ODOT's numerous dangerous arterials across the region. Meanwhile, traffic fatalities in the Portland region and across the state continue to skyrocket despite numerous municipal and statewide initiatives to improve traffic safety.

The money ODOT is proposing to spend on these freeway expansions could instead be spent on retrofitting the ODOT-owned roads across the region, including 82nd Avenue, TV Highway, Lombard and Barbur Boulevard. We understand (and are thrilled that) many of these corridors are currently considered finalists to receive funding in next year's proposed transportation bond. However, the safety needs across the region are vast, and comparably cheap to fix when juxtaposed against the untold billions ODOT is proposing to spend on freeway expansions across the region. The agency had to be sued by Disability Rights Oregon to get around to building curb cuts and crosswalks to meet ADA standards; there's a massive backlog of accessibility improvements ODOT should be making before widening freeways. We have no doubt that the regional leaders assembled at JPACT this morning could quickly enumerate a long list of safety projects in their communities that would save lives, all of which would be more worthy of investment in a society that wished to prioritize the elimination of traffic fatalities as a policy outcome.

Air Pollution: Every month brings new headlines pointing out the devastating impact that poor air quality has on public health, with low income communities and

³ No More Freeways has submitted testimony about the opportunities to implement congestion pricing with a focus on equity and environmental justice to the state's Value Pricing Advisory Committee (available here:

<https://nomorefreewayspx.files.wordpress.com/2018/04/043018-value-pricing-odot-letter-21.pdf>) and to the Oregon Transportation Commission (available here:

<https://nomorefreewayspx.files.wordpress.com/2018/07/072018-otc-letter-value-pricing-recommendation-s-1.pdf>)

We also highly recommend UCLA Professor Dr. Michael Manville's research on this issue:

<https://medium.com/100-hours/is-congestion-pricing-fair-to-the-poor-62e281924ca3>



communities of color those most likely to live near these toxic, polluting freeways. Within approximately a half mile of these identified freeway expansion include numerous public schools, including Beaverton School District's Sunset High School, Five Oaks Middle School, Whitford Middle School, Ridgewood Elementary School and Bethany Elementary School; Portland Public Schools' West Sylvan Middle School, Lincoln High School, Lent Elementary School and Kelly Elementary School; Tualatin High School and Tigard High School. Due to their smaller, developing lungs, children and young adults are most susceptible to disease from exposure to this air pollution. ODOT's plans almost certainly will lead to higher rates of asthma, diabetes, cancer, heart disease, infant mortality, premature birth, and Alzheimers to those unfortunately enough to live, work, or learn in close proximity to these freeways that, this year, this agency is hoping you'll allow them to expand.

Municipal Leaders Must Join Community Leaders in Questioning ODOT's Assumptions

For JPACT representatives who find our alarmism hyperbolic, we encourage you to become familiar with how the agency conducted itself in response to the community-led opposition to the Rose Quarter Freeway Expansion. If this agency's recent mismanagement of this controversial megaproject is any indication, ODOT is fundamentally disinterested and borderline hostile to Oregonians across the state who request a chance to review whether the agency's plans constitute meaningful action on congestion, carbon reduction, cleaner air or traffic safety. Of note:

- When ODOT released the Environmental Assessment for the Rose Quarter Freeway Expansion back in February 2019, the document was missing numerous integral data sets that would allow us to independently verify their claims about the impact the freeway would have on local air pollution, congestion, and carbon emissions. ODOT only released the data sets after weeks of requests from our community groups.⁴
- Upon receipt of these data, an independent review by credentialed experts showed the agency was deliberately cherry-picking statistics and misleading the public about the potential impact the expansion. Oregon Public Broadcasting reported how the agency skewed their expected traffic projections to justify their

⁴ The March 4th NMF letter requesting ODOT's Environmental Assessment data is available here: <https://nomorefreewayspx.files.wordpress.com/2019/03/030419-nmf-request-for-additional-ea-data.pdf>



\$500 million proposal.⁵ Coverage from the *Portland Mercury* in 2018 also highlighted that ODOT's own hired consultants freely admitted that their proposed freeway expansion will do little for recurring traffic congestion.⁶

- Another community member made a request for separate Rose Quarter datasets and was told the data "didn't exist" - after a month of dogged continued FOIA requests, it was revealed that the data in fact had existed all along, and was only released to the public with six days left in the comment period. These belatedly-released drawings demonstrated a sloppy lack of detail on many of ODOT's proposals, and also provided proof that ODOT proposes to expand the Rose Quarter Freeway over the Eastbank Esplanade.⁷ These drawings helped form a significant part of the public comment submitted by the Audubon Society of Portland, who noted the inadequate detail the EA provided about the freeway's construction impacts to the riparian habitat in the Willamette River.⁸
- Among the public comment received by ODOT for the project was a scathing letter by Metro's planners, who noted that ODOT's central claims that auxiliary lanes didn't constitute a freeway widening were "not objectively true and potentially misleading."⁹

⁵ Oregon Public Broadcasting's March 26, 2019 coverage of ODOT's traffic projections from this past March is available here:

<https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/>

No More Freeways' technical memorandum submitted to the EA public comment detailing our objections to ODOT's traffic modelling, conducted by Buff Brown, Joseph Cortright, Brian Davis, Jesse Lopez, and Norman Marshall is available here:

https://nomorefreewayspx.files.wordpress.com/2019/04/nmf_technical_memo-1.pdf

⁶ "A New Report Shows Highway Widening Won't Solve Portland's Congestion Woes" *Portland Mercury* <https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-won-t-solve-portlands-congestion-woes>

⁷ Community member Iain Mackenzie's detailed chronicle of his efforts to get access to Rose Quarter drawings is available here:

<https://nomorefreewayspx.files.wordpress.com/2019/03/i5-rose-quarter-letter-1-1.pdf>

⁸ Audubon Society of Portland's letter detailing the impact to the Willamette River is available here:

<https://nomorefreewayspx.files.wordpress.com/2019/04/4-1-19-audubon-society-of-portland-comments-on-i-5-rose-quarter-widening-project-environmental-assessment.pdf>

⁹ "This statement is not objectively true and is potentially misleading; auxiliary lanes clearly add capacity, which can be calculated using Highway Capacity Manual procedures and other traffic analysis tools. Further environmental documentation could state the estimated change in link capacity if there is a need to document the scale of the change."

Metro's full letter can be accessed here on the No More Freeways website:

<https://nomorefreewayspx.files.wordpress.com/2019/04/ea-review-comment-letter-040119.pdf>



- Over 2,200 responses were received by the agency during the public comment period - over 89% in opposition to the project. Letters asking the agency to conduct a full Environmental Impact Statement (EIS) were received from dozens of organizations including Portland Public Schools, State Representative Karin Power, Portland Commissioner Chloe Eudaly, Albina Vision Trust, Neighbors for Clean Air, Business for Better Portland, Portland Audubon Society, Disability Rights Oregon, Oregon League of Conservation Voters, The Street Trust, Oregon Walks, 350 PDX, Eliot Neighborhood Association, Harriet Tubman PTSA members, and Portland's Planning and Sustainability Commission.¹⁰ Despite promising numerous community members in late August that the agency was strongly considering a full EIS, future Director Strickland just last week backed off of these claims on OPB's *Think Out Loud*.¹¹
- ODOT's folly has received national attention. The United States Public Interest Research Group (US PIRG) recently included the Rose Quarter Freeway Expansion in their "Highway Boondoggles" report detailing bad infrastructure projects across the country.¹² The Congress for New Urbanism included I-5 in their "Freeways without Futures" report.¹³ *The New York Times* wrote this past week about the necessity of reevaluation transportation investments in light of the climate crisis.¹⁴

No More Freeways Request: Reject ODOT's CBOS funding. Any additional STIP funding for the region must be deliberated through RTP process.

Any remaining STIP funding to be invested in transportation projects in the region should be decided by regional partners through the Metropolitan Transportation Improvement Program (MTIP) with projects approved through the Regional Transportation Plan (RTP). We all know there is an abundant need for infrastructure that

¹⁰ Letters from these and numerous other organizations critiquing ODOT's Rose Quarter Freeway Expansion submitted for public comment are available here:

<https://nomorefreewayspx.com/publiccomment/>

¹¹ Kris Strickland's interview on Think Out Loud is available here:

<https://www.opb.org/radio/programs/thinkoutloud/segment/nasa-climate-director-native-american-play-odot-director/>

¹² US PIRG's 2019 report is available here: <https://uspirg.org/reports/usp/highway-boondoggles-5>

¹³ CNU's report is available here: <https://www.cnu.org/highways-boulevards/freeways-without-futures/>

¹⁴ "Transportation is the largest source of planet-warming greenhouse gases in the United States today and the bulk of those emissions come from driving in our cities and suburbs." *The New York Times*. <https://www.nytimes.com/interactive/2019/10/10/climate/driving-emissions-map.html>



makes our streets safer, encourages students to be able to walk and bike to school, as well as massive necessary investments in public transportation commiserate with the climate crisis at hand.

Don't let ODOT's slick presentation attempting to hide their expansions fool you - this is a power grab by an agency seemingly disinterested in your local jurisdiction's needs, and this agency continues to demonstrate it is incapable of evolving to meet the changing transportation needs of a twenty-first century region. These expansions would never have been prioritized through the Regional Transportation Plan, and they have no business taking our limited transportation funding through this parallel track CBOS process either. We hope that the Oregon Transportation Commission, Governor Brown and the newly appointed Director Strickland will start to take seriously the need to move ODOT towards being more collaborative with regional community partners, more responsive to our overlapping congestion and air pollution crises, and that the agency will no longer propose freeway expansions as a credible solution in a region wishing to demonstrate climate leadership.

No More Freeways implores JPACT leaders to listen to the youth climate leaders clamoring for the adults in the room to start acting like it. We urge you to please use this CBOS proposal as a litmus test as to whether our region's leaders have the capacity to be the climate leaders we need. You are the local elected leaders we need to stand up and seize an opportunity to hold ODOT accountable, and nothing short of current and future generations are counting on your doing so.

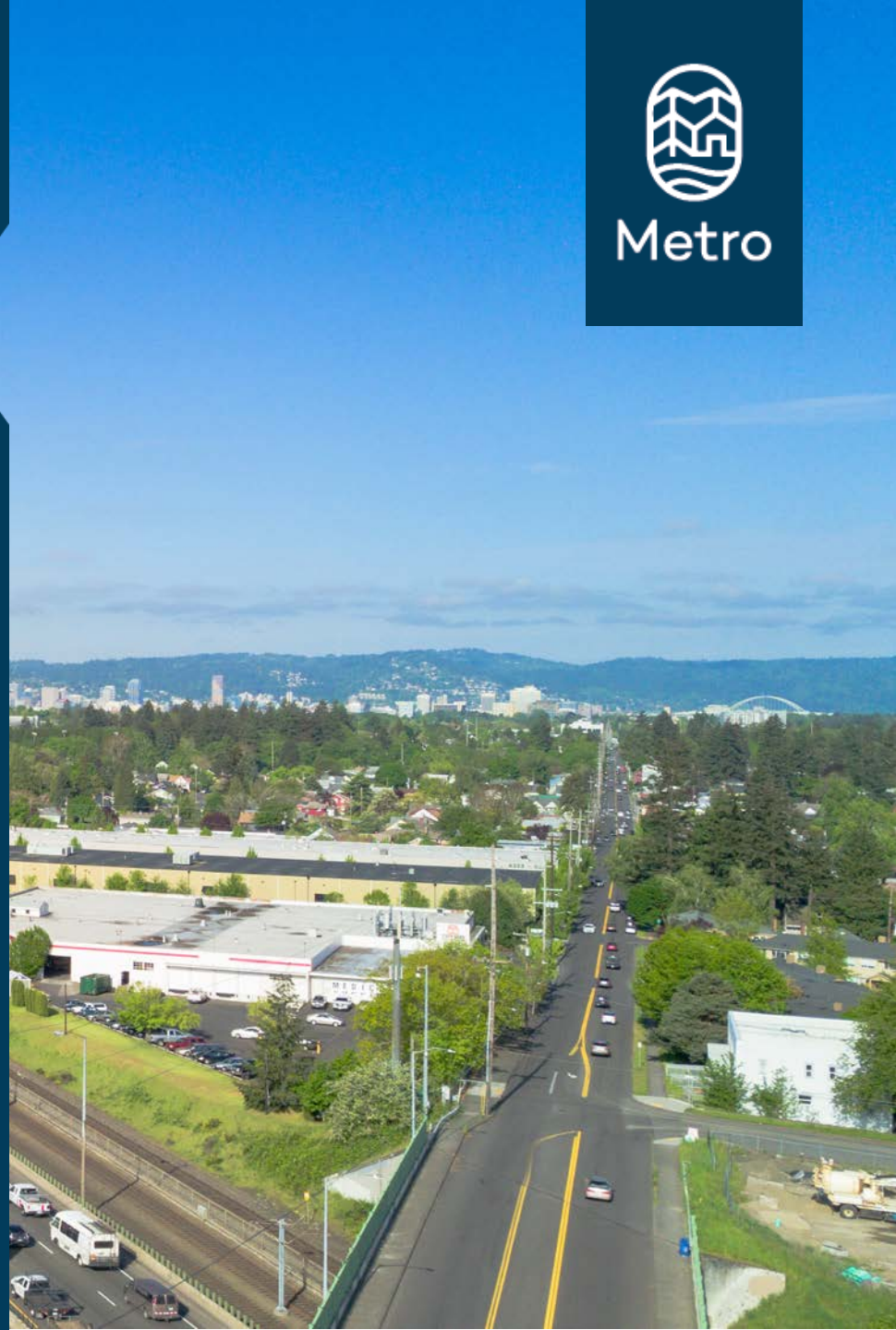
- Aaron Brown
No More Freeway Expansions Coalition
www.nomorefreewayspx.com

Transportation Funding Measure Update

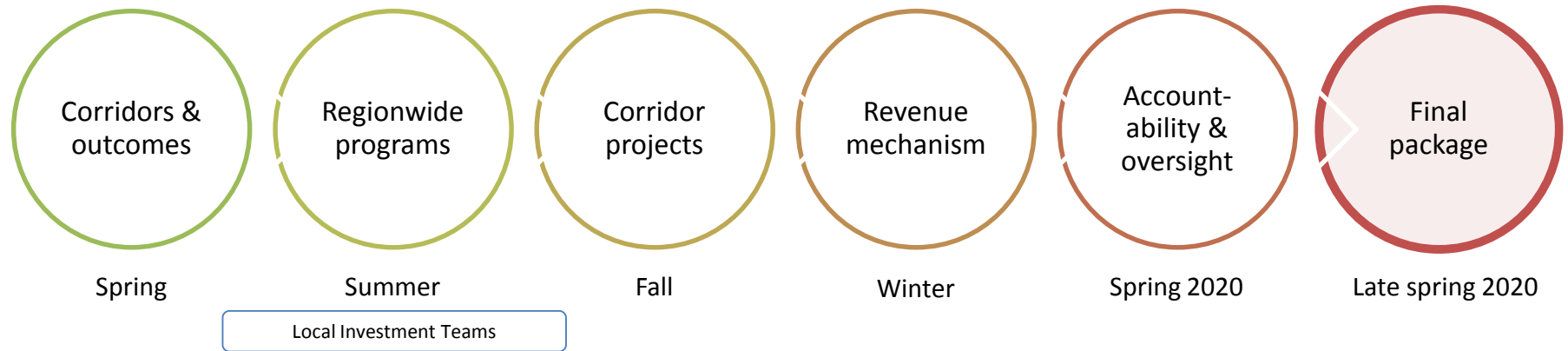
JPACT
Oct. 17, 2019



Metro



Task Force/Council overview



Local Investment Teams: A Snapshot



31

people

26

meetings



12

tours

30

pages in final report

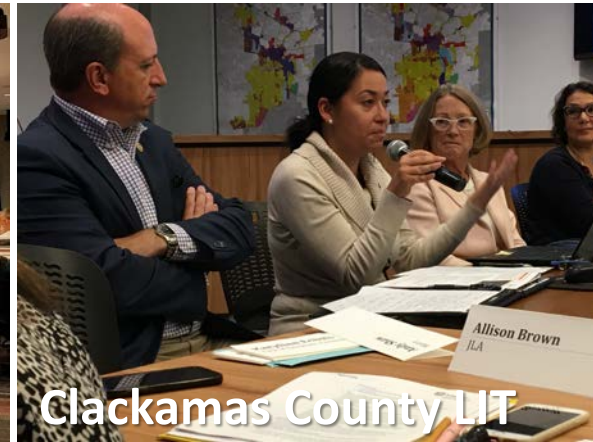


Projects update

Sept. 18 Task Force:
Local Investment
Team reports

Oct./Nov.: Working
toward Task Force
projects recc's

December: Council
projects direction



Clackamas County LIT



Multnomah County LIT



Washington County LIT

Programs: Concept and purpose

Benefits beyond corridors

Meeting community needs,
based on community input

Capital & non-capital

Advance measure outcomes



Regionwide programs

Built on community, Task Force input

- Making streets safer, especially for people walking/biking
- Improving transit service, reliability and affordability
- Preventing displacement and advancing racial equity
- Protecting clean air and addressing climate change
- Linking investments to affordable housing, parks, jobs, services



Programs to develop further

Safe Routes to Schools

Better Bus

Safety Hot Spots

Active Transportation
Connections

Transit Vehicle
Electrification

Main Streets

Fare Affordability: Students

Protect & Preserve
Multifamily Housing

Future Corridor Planning

Strengthening Communities
(part of corridor funding)

Developing programs

Regional planning staff

Community Partnerships:
Communities of color focus

Technical experts &
practitioners

Partner agencies

Winter: Programs summit



Let's talk: #GetMoving Forums

Washington County

Monday, Oct. 21, 6-8 p.m.

Walters Cultural Arts Center, Hillsboro

Clackamas County

Tuesday, Oct. 22, 6-8 p.m.

Abernethy Center, Oregon City

Multnomah County

Thursday, Oct. 24, 6-8 p.m.

The Orchards at 82nd, Portland

More info: getmoving2020.org



#getmoving2020
getmoving2020.org





Carla C. Piluso
State Representative, House District 50
900 Court St. NE, H-491, Salem, OR 97301
503-986-1450
rep.carlapiluso@oregonlegislature.gov

October 15, 2019

Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Regional flexible funding for transportation projects

Dear Selection Committee:

I am writing to express my support for the City of Gresham's grant application for the Division Complete Street Project. This project will bring important improvements for safety, walking, biking, and transit on Division between Birdsedale Avenue and Wallula Avenue.

Division is an important street in Gresham, connecting the Centennial and Northwest neighborhoods to Gresham Station and downtown. The streets sees a lot of activity, and residents use Division every day. This section of Division includes key shopping destinations, child care centers, and places of worship. It is important to complete this section for our residents to have a safe and comfortable travel environment.

But there is a crucial gap that limits safe walking and biking. Building the Division Complete Street project will improve safety and comfort for pedestrians, bicyclists, and transit riders in the area, and also support station access to the Division Transit Project, our region's first rapid bus line.

This project has been a priority for the City, and I believe it is an excellent use of regional funding. Improving this area of Division will further our regional goals for equity, safety, and accessibility.

Thank you for your consideration. Sincerely,

Carla C. Piluso
Oregon State Representative, House District 50



METRO/ODOT MOBILITY POLICY UPDATE

Joint Policy Advisory Committee on Transportation Briefing

Kim Ellis, Metro Project Manager

Today's purpose

Seek feedback on:

- draft project objectives
- proposed approach

Staff will seek JPACT's recommendation to the Metro Council in November



Project purpose

Update the policy on how the region defines mobility and measures success for our transportation system

Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Why Now?



2018 Regional Transportation Plan

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

Adopted December 6, 2018

oregonmetro.gov/rtp

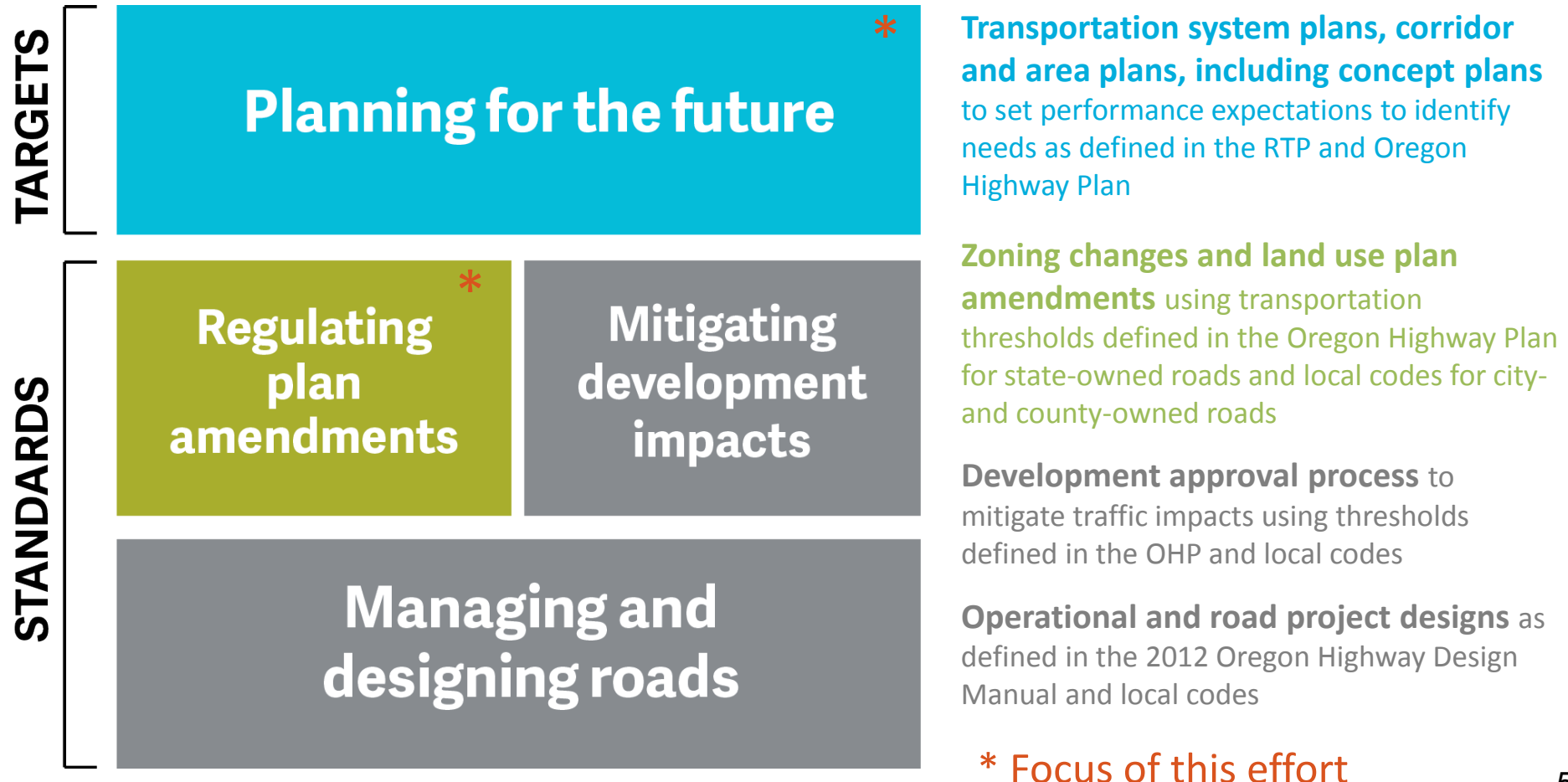
2018 RTP failed to meet current mobility policy

Cities and counties are increasingly unable to meet current mobility policy

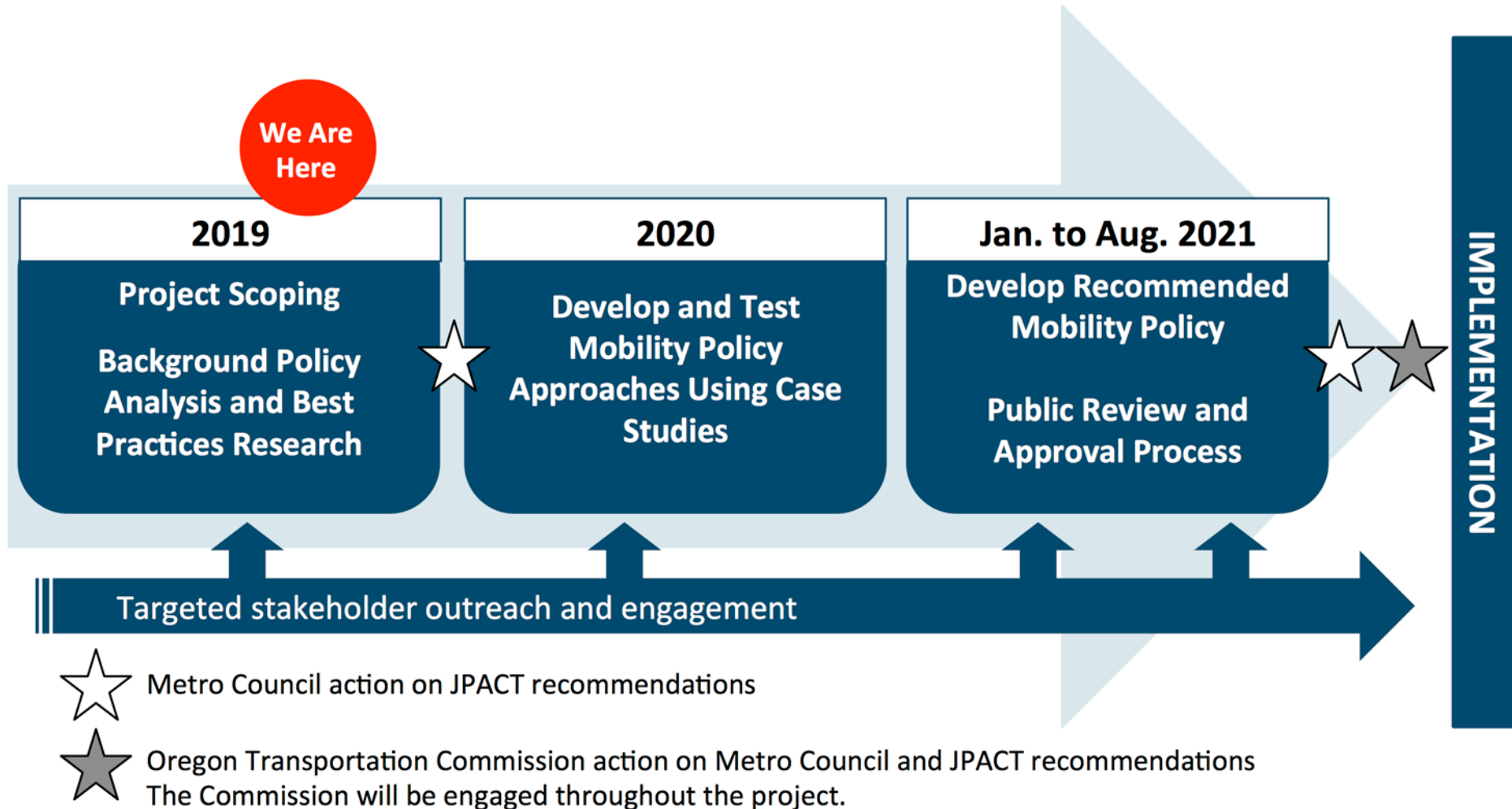
Better align policy with regional values, goals and desired outcomes, as well as with state and local goals

- Shift focus from vehicles to people and goods
- Can't afford what it would take to meet policy
- Impacts remain a top concern

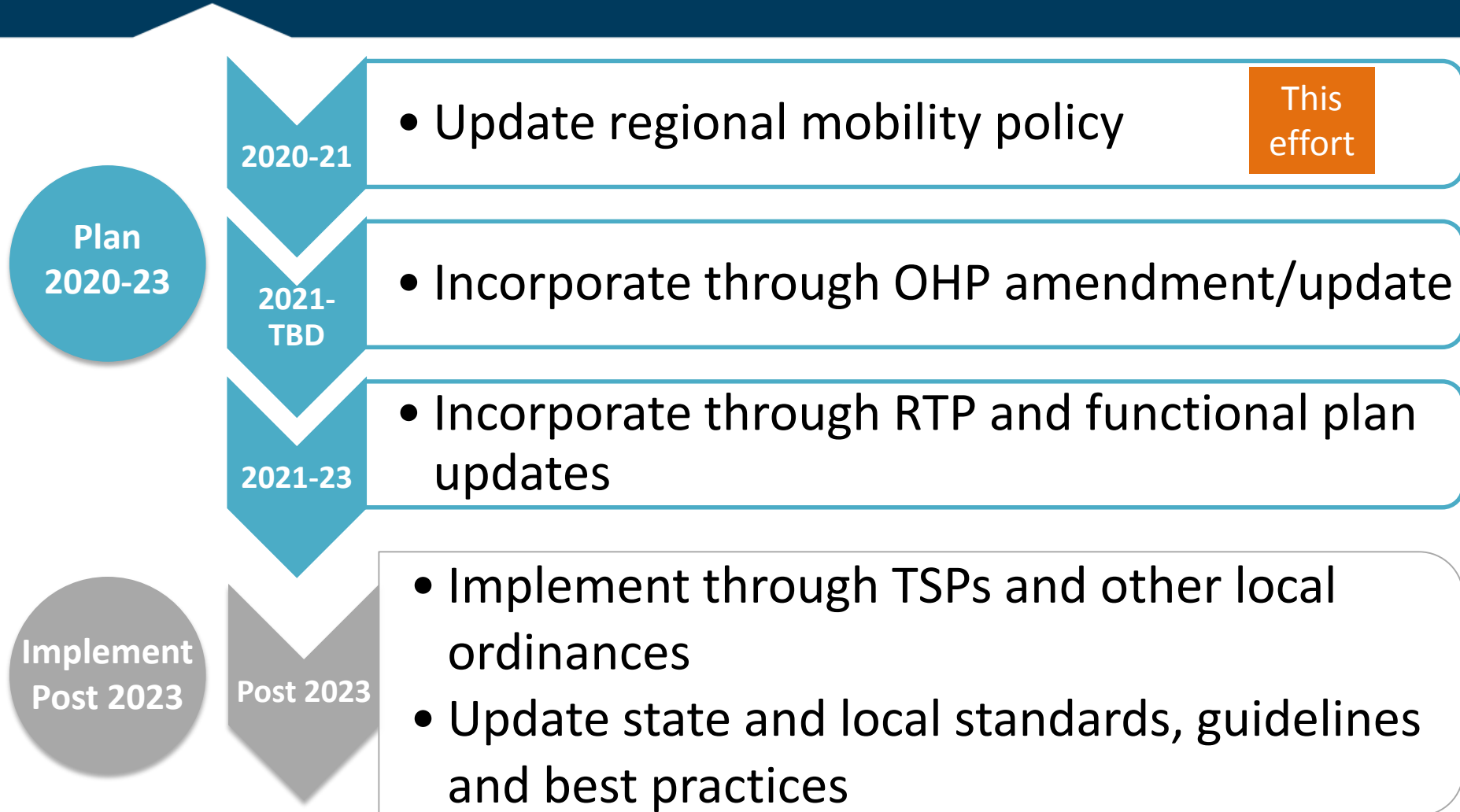
State, regional and local decisions are connected to the mobility policy



Two-year timeline for updating our policy



Where is this headed?



Scoping engagement activities

- ☒ TPAC and MTAC
- ☒ Coordinating committees (TACs)
- ☒ Metro Council
- ☒ JPACT
- ☒ Community leaders' discussion
- ☒ Stakeholder interviews
- ☒ Coordinating committees (policy)
- ☐ MPAC



We've heard broad support for proposed approach and objectives



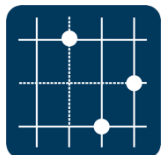
Mobility measures to explore



**Travel time and
reliability**



**Access to jobs,
destinations and transit**



**System completeness
and connectivity**



Safety



Vehicle miles traveled



**Duration of congestion
(volume-to- capacity ratio)**



Mode share



**People and goods
throughput**



**Vehicle hours
traveled**



Trip length

Note: This list is not exhaustive and will be updated to capture previous Metro, ODOT, DLCD and local government performance measure work and findings from the PSU/TREC best practices research that is underway.

DRAFT Key work plan tasks in 2020

Jan. to
Mar.
'20

Illustrate Current Approaches (strengths and weaknesses)

Jan. to
Mar.
'20

Report on 2018 RTP Mobility Performance

Jan. to
Mar.
'20

Report on Best Practices Assessment (approaches and measures)

April to
June
'20

Identify Case Study Locations

April to
Sept.
'20

Develop Criteria for Evaluating and Selecting Potential Measures for Testing*

Sept. to
Dec.
'20

Conduct Case Study Analysis and Prepare Findings

Dates are
tentative and
subject to
change

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key work plan tasks in 2021

Jan. to
May
'21

Develop Recommended Mobility Policy for the RTP and Proposed Amendment to OHP Policy 1F*

Jan. to
May
'21

Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy

June to
Aug.
'21

Conduct Public Review and Refinement Process*

June to
Aug.
'21

Conduct Approval Process*

Dates are
tentative and
subject to
change

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key engagement strategies



Metro Council, JPACT and Oregon Transportation Commission decision-making processes

Metro technical and policy advisory committees' meetings

County coordinating committees' meetings

Technical expert panels/workshops/forum(s), practitioner briefings

Community leaders' forums

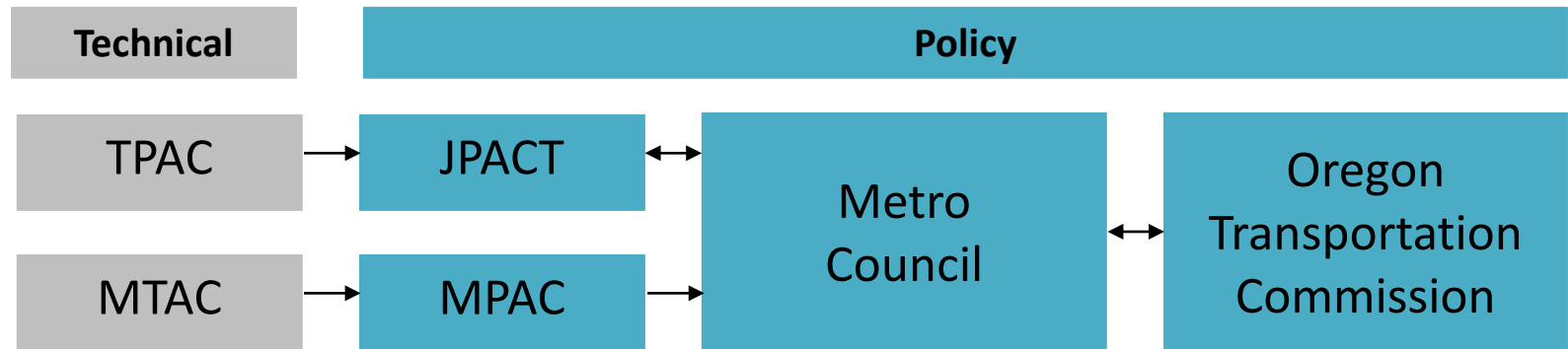
Factsheets, newsfeeds, E-newsletters

Consultation activities

Public comment period and hearings

Project website

Decision-making process



The information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

Next steps for 2019

MAY – OCT.

Stakeholder interviews, existing committees and other outreach to shape approach and desired outcomes for update

TREC/PSU research begins in Sept. through Dec.

Project team finalizes work plan and engagement plan for TPAC recommendation and JPACT and Metro Council consideration

OCT. – NOV.

TPAC reviews work plan and engagement plan **and makes recommendation to JPACT**

OCT. – DEC.

JPACT and Council discuss and consider approval of work plan and engagement plan

Questions and discussion

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Lidwien Rahman, ODOT

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Visit
**[oregonmetro.gov/
mobility](https://oregonmetro.gov/mobility)**

oregonmetro.gov



What is our current congestion policy?

Targets accept peak period congestion and aim to preserve off-peak mobility for freight

Locations	RTP Targets		
	Mid-day	1 st hour*	2 nd hour*
Centers and main streets	.99	1.1	.99
Arterials outside of centers and main streets	.90	.99	.99
Throughways**	.99 or .90	1.1 or .99	.99

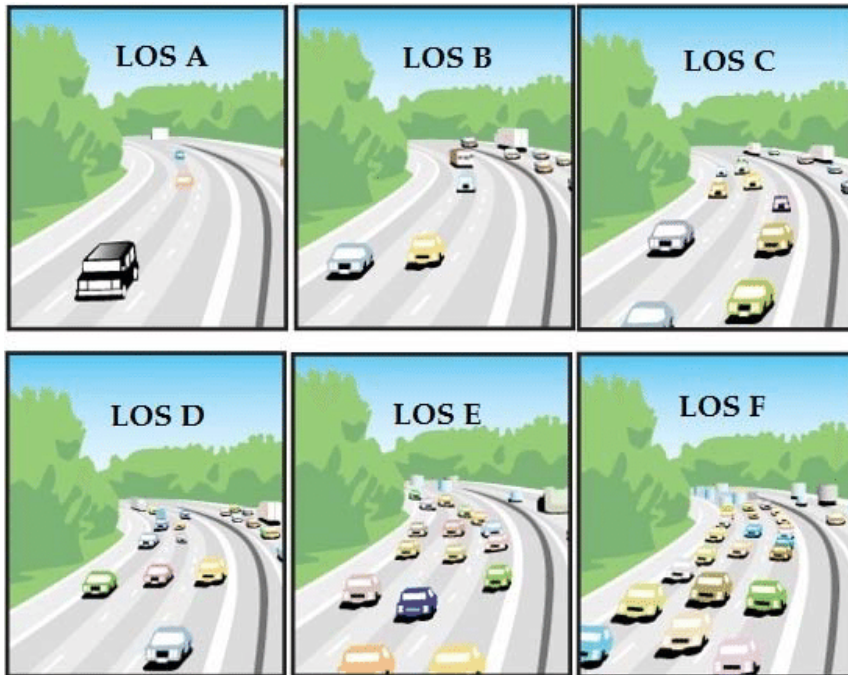
* = AM/PM 2-hour peak period

** = Varies by facility

See 2018 RTP Table 2.4 and OHP Table 7 for Portland region

Traditional measure of congestion | Volume-to-capacity ratio

What it looks like and how it's measured



LOS	V/C	Throughways
A	.50 to .59	More than 60 mph
B	.60 to .69	57 to 60 mph
C	.70 to .79	54 to 57 mph
D	.80 to .89	46 to 54 mph
E	.90 to .99	30 to 46 mph
F	1.0	Less than 30 mph
>F	>1.0	Demand exceeds capacity

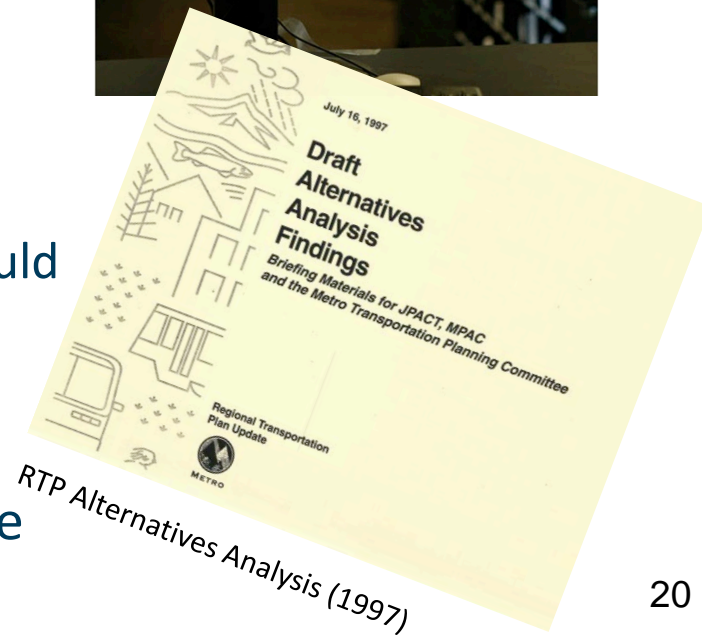
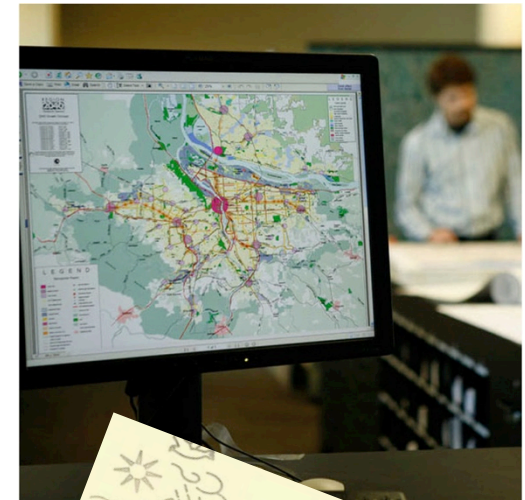
Source: Adapted from TRB Highway Capacity Manual

The most widely adopted metric for reporting transportation system performance in the U.S. since the 60's

Measures how full the road system is based on vehicle volumes, capacity of road and vehicle speeds.

2000 RTP tailored the mobility policy to support the 2040 Growth Concept

- New targets for vehicle traffic accept peak period congestion and aim to preserve off-peak travel flow for freight
- “Interim” policy represented a major shift in transportation policy
- Policymakers based new policy on political consensus that the public was:
 - (a) not expecting this level of mobility
 - (b) unwilling to pay for the road capacity it would require
 - (c) wary of the impacts of projects that would have to be built
- The policy was subsequently adopted in the Oregon Highway Plan in 2002



RTP Alternatives Analysis (1997)

2000 RTP adopted new strategies for managing congestion

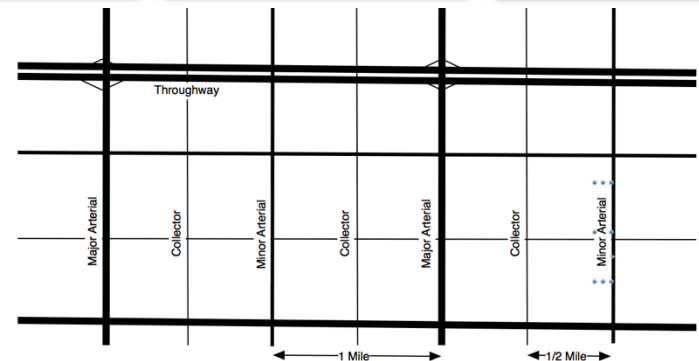
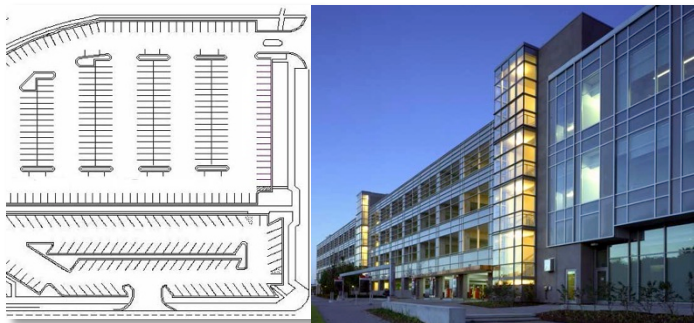
Set targets to reduce driving alone



Set targets for system sizing & connectivity

Class	Capacity	Spacing
Throughway	Up to 6 lanes	n/a
Arterial	Up to 4 lanes	1 mile
Collector	2-3 lanes	1/2 mile
Local	1-2 lanes	330 to 530'

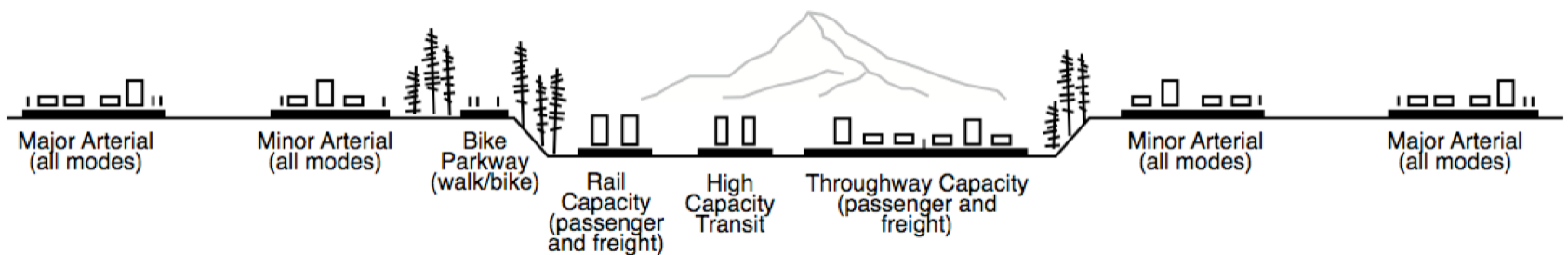
Manage parking



2010 RTP focuses on broader outcomes

- Begins transition to focus on broader desired **outcomes**
- Identifies the **need to update the region's mobility policy**
- Introduces concepts of **mobility corridors** and **system completion** to define a finish line for the regional system

Typical multimodal mobility corridor



2018 RTP further advances performance-based decisions

- New and updated system performance measures and targets reflect broader set of goals and desired outcomes
- Equity, safety, climate and congestion identified as priorities
- New federal MAP-21 targets that focus on reliability for people and freight



2022-24 Regional Flexible Funds Allocation

Presentation to JPACT

October 17, 2019

Today's purpose

- Update on project Risk Assessment, Public Comment reports, Coordinating Committee priorities
- Review TPAC input on how to develop draft RFFA Step 2 project packages
- Discussion

Policy direction (Step 2)

- RTP investment priorities (Equity, Safety, Climate, Congestion) to evaluate project performance
- Two project categories, to target funds
 - Active Transportation 75% | Freight 25%
 - Ability to apply in both categories
- Objectives for allocation package

Allocation objectives

- Investments throughout the region
- Consider project delivery risks
- Ensure adequate number of CMAQ eligible projects
- Other administrative objectives (e.g. leverage funding or other projects)
- Projects that achieve multiple outcomes

Investment priorities

technical analysis

- Projects were evaluated in four policy areas:
 - ✓ Equity
 - ✓ Safety
 - ✓ Climate
 - ✓ Congestion
- Evaluation compares project performance across both funding categories
- Policy areas not weighted or prioritized
- Full description of process in Sept. 6 memo

Risk assessment report

- Evaluated on the relative degree of risk to delivering project:
 - On-time
 - Within budget
 - Per scope in application
- Intent is to improve overall funding obligation and project delivery outcomes

Low
Medium
High

Ways to use risk assessment

Identify issues to address during final project scoping, agreements

Award funding for only project development phases

- Not intended to disqualify projects
- Responses from applicants due prior to next month's coordinating committee meetings, JPACT

Public comment report

- 2,895 responses to online survey received
- 77 letters, emails + 13 people testifying at Sept. 26 hearing
- Report contains summary sheet for each project

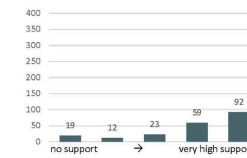
C2: Courtney Avenue biking and walking | Clackamas County | \$5,079,992
Courtney Avenue: River Road to OR 99E (McLoughlin Blvd)



Number of letter, email, voice call, hearing testimony comments in support: 1

Number of web tool comments: 56

Web tool support levels:



- Important project for children walking from school and other pedestrians.
- Would be a vital connection to the Trolley Trail.

"This corridor has heavy pedestrian traffic right next to moderate vehicle traffic. Lots of the foot traffic is elderly, low-income, school children, and disabled people. It desperately needs the safety upgrade. It would be nice to see an improvement in an unincorporated area for a change." [web tool comment]

Concerns or considerations:

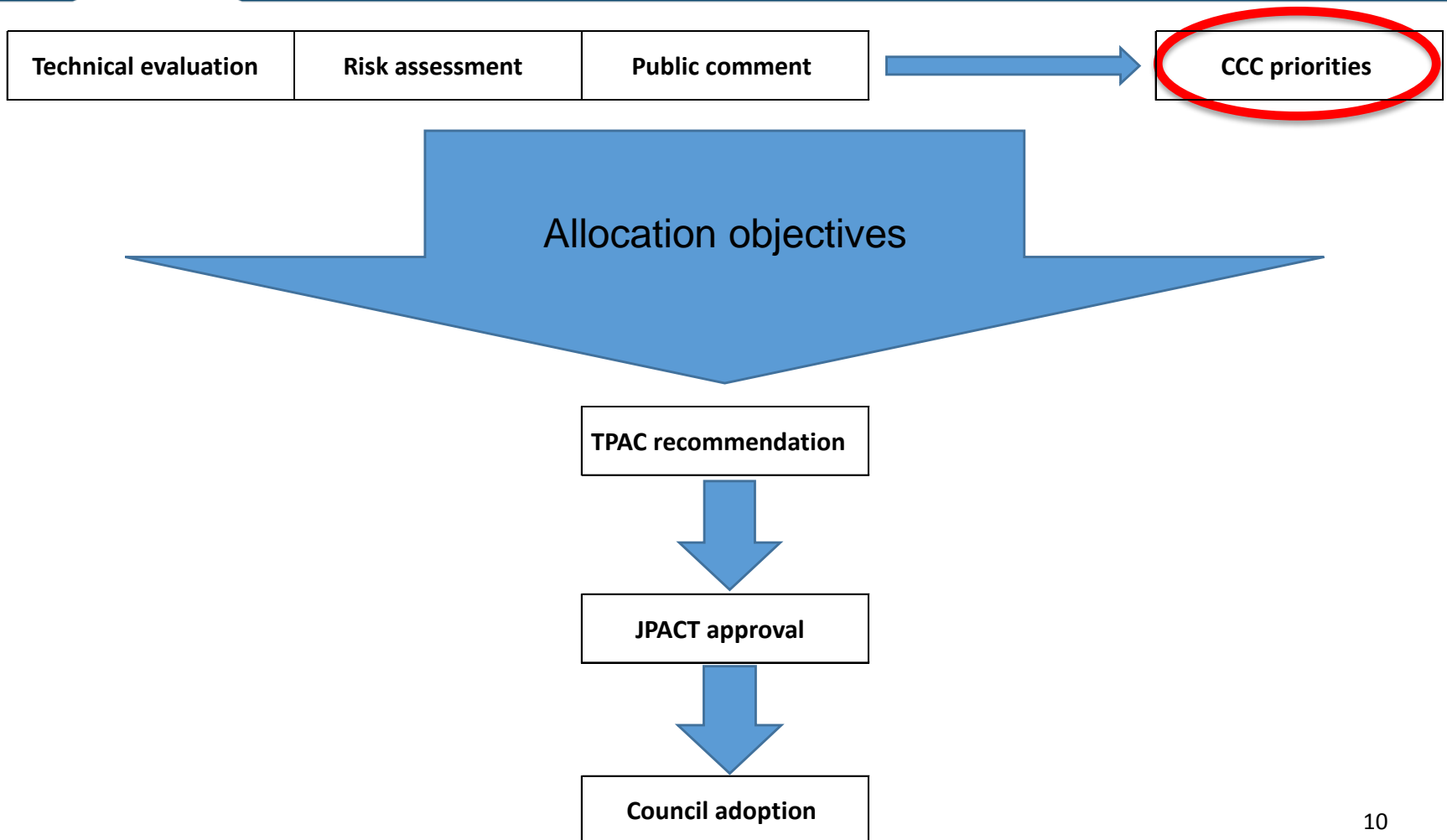
- Cost may be high for area of improvement and number of people benefiting.
- A more protected bike lane is needed.
- This project should be coordinated with the proposed walking and biking bridge project.

"Buffered bikelanes are an improvement over what's there today, but I wish this project was instead building protected bike lanes." [online tool comment]

Coordinating committee priorities

- Provides TPAC/JPACT with information in addition to technical, risk, public comment reports
- Opportunity to present local insights on RFFA policy allocation objectives
- Priorities due before November JPACT meeting

Reaching a decision



October TPAC input

- Requested staff create package options to discuss in November, develop recommendation in December
- Questions to consider...
 1. Fund all projects in Freight, look at funding one project from “Both” category?
 2. Other projects on Freight network eligible for Freight funding?

How we'll illustrate information

Project:	Policy rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
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Next steps

October, November:
Considering the input,
identifying local priorities

December: Creating and
approving a recommended
package of projects

January 2020: Council action
on the JPACT-approved
package of projects



Photo: Jonathan Maus/Bike Portland

Discussion

oregonmetro.gov/RFFA



Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov