

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, March 16, 2023

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

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

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If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at legislativecoordinator@oregonmetro.gov.

2. Public Communication on Agenda Items (7:35 AM)

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

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates from the JPACT Chair (7:40 AM)

Urban Growth Management Functional Plan Annual
Compliance Report - 2022

[COM 22-0674](#)

Attachments: [2022 Compliance Report.pdf](#)

4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 23-5319 For the Purpose of Amending the 2021-24 MTIP to Re-Scope the OR8/Canyon Rd Project to Reflect only the Beaverton Pedestrian Enhancement Portion Allowing it to Meet Federal Delivery Requirements [COM 22-0664](#)
- Attachments: [Draft Resolution 23-5319 March FFY 2023 Formal Amendment v3-3-Exhibit A to Resolution 23-5319 March 2023 Formal Amend JPACT Staff Report - March FFY 2023 Formal MTIP Amendment 23-5](#)

- 4.2 Consideration of the February 16, 2023 JPACT Minutes [COM 23-0672](#)
- Attachments: [021622 JPACT Minutes](#)

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

- 5.1 State Legislative Agenda [COM 22-0665](#)
- Presenter(s): Anneliese Koehler (she/her), Metro
Chris Lyons, Clackamas County
Erin Doyle, Washington County
Taylor Steenblock, Multnomah County
Derek Bradley, City of Portland
Miles Pengilly, TriMet

Attachments: [JPACT 2023 - State Legislative Update.pdf](#)

- 5.2 Montgomery Park Transit and Development Project [COM 22-0673](#)
- Presenter(s): Dan Bower, City of Portland
Mauricio LeClerc, City of Portland
- Attachments: [JPACT Worksheet](#)

6. Update from JPACT Members (9:20 AM)

7. Adjourn (9:30 AM)

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

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2023 JPACT Work Program

As of 2/27/2022

Items in italics are tentative

<p><u>March 16, 2023</u></p> <ul style="list-style-type: none"> • Resolution No. 23-5319 For the Purpose of Amending the 2021-24 MTIP to Re-Scope the OR8/Canyon Rd Project to Reflect only the Beaverton Pedestrian Enhancement Portion Allowing it to Meet Federal Delivery Requirements (consent) • State Legislative Agenda (Anneliese Koehler (she/her), Metro and Jenna Jones (she/her) Metro; 30 min) • Montgomery Park Transit and Development Project (Dan Bower, City of Portland, Mauricio LeClerc, City of Portland; 30 min) 	<p><u>April 20, 2023</u></p> <ul style="list-style-type: none"> • 2024-27 Metropolitan Transportation Improvement Program (MTIP) Performance Evaluation (comment from Chair) • Carbon Reduction Program (Ted Leybold (he/him), Metro) • Unified Planning Work Program (UPWP) discussion (John Mermin (he/him), Metro; 20 min) • 2023 RTP: High level assessment of draft project list
<p><u>May 18, 2023</u></p> <ul style="list-style-type: none"> • Resolution No. 23-5317 For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (action) (consent) • Carbon Reduction Program Approval (Ted Leybold (he/him), Metro) (action) • High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist (she/her), Metro) • 2023 RTP System analysis • Cascadia Corridor Ultra-high speed ground transportation 	<p><u>June 15, 2023</u></p> <ul style="list-style-type: none"> • Release of RTP draft plan to public (action) • 2024-27 MTIP Adoption draft • I-5 Interstate Bridge Replacement Project (IBR) - Financial Plan + Legislative Session Update • Public Transportation Strategy to Complement Regional Pricing
<p><u>July 20, 2023</u></p> <ul style="list-style-type: none"> • 2024-27 MTIP adoption (action) (consent) • 2023 RTP Draft Implementation Plan (Kim Ellis (she/her), Metro) • Freight Commodity Study: Draft Findings (Tim Collins (he/him), Metro) • 82nd Avenue Transit Plan 	<p><u>August 17, 2023</u></p> <ul style="list-style-type: none"> • Better Bus Program update • TV Highway Corridor Plan • WMIS Update
<p><u>September 21, 2023</u></p> <ul style="list-style-type: none"> • WMIS Approval (action) • I-5 Interstate Bridge Replacement Program (IBR) SDEIS • Construction Careers Pathways Program (C2P2) update 	<p><u>October 19, 2023</u></p> <ul style="list-style-type: none"> • 82nd avenue transit plan • TV highway corridor plan • Public Transportation Strategy to Complement Regional Pricing: Final Strategy

November 16, 2023

- 82nd avenue transit plan **(action)**
- TV highway corridor plan **(action)**
- 2023 RTP **(action)**

December 21, 2023

- Safety Update (Lake McTighe (she/they), Metro)



2022 Compliance Report

February 1, 2023

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2022 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region are required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. To better integrate land use and transportation requirements this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) in addition to compliance with the Urban Growth Management Functional Plan (Metro Code Chapter 3.07).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. In 2021, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) as of December 31, 2022.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998 as of December 31, 2022.

Appendix C summarizes the compliance status for all local jurisdictions for the Regional Transportation Functional Plan (RTFP) as of December 31, 2022.

Appendix D is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 31, 2023.

Urban Growth Management Functional Plan Compliance Status

All jurisdictions are in compliance with the Urban Growth Management Functional Plan with the exception of a few jurisdictions related to planning for urban growth boundary expansion areas under Title 11 (see Appendix B).

Regional Transportation Functional Plan Compliance Status

All (non-exempt) jurisdictions are in compliance with the Regional Transportation Functional Plan. King City is scheduled to adopt the city's first Transportation System Plan in 2023.

APPENDIX A
Summary of Compliance Status as of December 31, 2022
Urban Growth Management Functional Plan

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (See Appendix B for detailed information)	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (see Appendix B for detailed information)	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2022)

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek	Happy Valley	Yes	Planning completed; majority annexed & developed
Pleasant Valley	Gresham and Portland	Yes	Planning completed; a portion annexed & limited development occurring
1999 UGB Expansion			
Witch Hazel	Hillsboro	Yes	Planning completed; majority developed
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Planning completed; development almost complete
2002 UGB Expansion			
Springwater	Gresham	Yes	Planning completed; waiting annexation & development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development on-going
	Clackamas County/Happy Valley	No	The former City of Damascus land area: Happy Valley currently completing comprehensive planning for a portion of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed
Park Place	Oregon City	Yes	Planning completed; portion annexed & waiting development
Beavercreek Road	Oregon City	Yes	Planning completed; portion annexed & waiting development
South End Road	Oregon City	Yes	Planning completed; waiting annexation & development
East Wilsonville (Frog Pond area)	Wilsonville	Yes	Planning completed; annexation & development on-going.
NW Tualatin (Cipole Rd & 99W)	Tualatin	Yes	Planning completed; waiting annexation & development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation & development
Brookman Road	Sherwood	Yes	Refinement plan completed; annexation & development on-going
West Bull Mountain (River Terrace)	Tigard	Yes	See River Terrace (2011 expansion)
Study Area 59	Sherwood	Yes	Planning & annexation completed; school constructed
Study Area 61 (Cipole Rd	Sherwood	No	Extension to 12/31/2021 expired, staff working with city staff to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially developed

Project	Lead Government(s)	Compliance	Status
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Area developed
Study Area 69 & 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; a portion annexed & developed
Study Area 77	Cornelius	Yes	Planning & annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Area developed
Shute Road	Hillsboro	Yes	Planning & annexation completed; over half developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development on-going
2004/2005 UGB Expansion			
Damascus area	Clackamas County	See under 2002 above	Included under Damascus 2002 expansion
Tonquin	Sherwood	Yes	Planning completed; portion annexed & development occurring
Basalt Creek/West RR Area	Tualatin and Wilsonville	Yes	Planning completed; waiting annexation & development
N. Holladay	Cornelius	Yes	Planning completed; waiting annexation & development
Evergreen	Hillsboro	Yes	Planning completed; a portion annexed & development on-going
Helvetia	Hillsboro	Yes	Planning completed; half annexed & a small portion developed
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Planning completed; small portion annexed & developed
South Hillsboro	Hillsboro	Yes	Planning completed; annexation & development on-going
South Cooper Mountain	Beaverton	Yes	Planning & annexation completed; development on-going
Roy Rogers West (River Terrace)	Tigard	Yes	Planning completed; annexation & development on-going

Project	Lead Government(s)	Compliance	Status
2014 UGB Expansion (HB 4078)			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed & developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed & development on-going
Forest Grove (Purdin Road)	Forest Grove	Yes	Planning completed; portion annexed & waiting development
Forest Grove (Elm Street)	Forest Grove	Yes	Planning completed & annexed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; one Port of Portland parcel annexed to city
2018 UGB Expansion			
Cooper Mountain	Beaverton	No	Added to the UGB in December 2018; comprehensive planning expected to be complete in 2023
Witch Hazel Village South	Hillsboro	Yes	Planning completed
Beef Bend South	King City	No	Added to the UGB in December 2018; comprehensive planning expected to be complete in 2023
Advance Road	Wilsonville	Yes	Planning completed

APPENDIX C
Summary of Compliance Status as of December 31, 2022
Regional Transportation Functional Plan

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

Memo

Date: January 31, 2023
To: Metro Council and the Metro Policy Advisory Committee
From: Marissa Madrigal, Chief Operating Officer
Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Amendments are typically in response to requests made by cities or counties when they have rezoned lands to designations that would not comply with Title 4.

Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2022.

Title 4 map amendments in 2022

There were no amendments made to the Title 4 Map in 2022 either by the Council or through executive order.

Councilors may be aware of some city or county rezonings from industrial to other uses that occurred during 2022. None of those rezonings were found to be in conflict with Title 4, so amendments to the Title 4 Map were not necessary or requested by cities or counties.

Chief Operating Officer recommendations

A refresh of the 2040 Growth Concept may eventually lead to industrial land policy and regulatory updates for Metro Council consideration. An update of the Growth Concept will be pending Council direction and dedication of agency resources.

4.1 Resolution No. 23-5319 For the Purpose of Amending the 2021-24 MTIP to Re-Scope the OR8/Canyon Rd Project to Reflect only the Beaverton Pedestrian Enhancement Portion Allowing it to Meet Federal Delivery Requirements (7:45 AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 16, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 23-5319
2021-24 MTIP TO RE-SCOPE THE)	
OR8/CANYON RD PROJECT TO REFLECT)	Introduced by: Chief Operating Officer
ONLY THE BEAVERTON PEDESTRIAN)	Marissa Madrigal in concurrence with
ENHANCEMENT PORTION ALLOWING IT TO)	Council President Lynn Peterson
MEET FEDERAL DELIVERY REQUIREMENTS)	

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the integration of Beaverton's Canyon Road Pedestrian Enhancements project into other ODOT OR8 operational safety upgrade projects will not be feasible; and

WHEREAS, the change of scoping to the OR8 Canyon Rd upgrades project to remove the ODOT portion will eliminate future delivery conflicts with the ODOT OR8 operational safety upgrade projects; and

WHEREAS, Beaverton's OR8 Canyon Rd Pedestrian Enhancements project will now reflect the planned pedestrian enhancements scope elements between SW 117th Ave & SW Lloyd St; and

WHEREAS, the re-scoping action has occurred under the review and approval of ODOT, the city of Beaverton, and Metro; and

WHEREAS, the revised project scope will also include \$325,948 of Metro approved federal HIP Exchange funds plus local match to support the project; and

WHEREAS, Exhibit A to this resolution includes the project name, description, and amendment action for the OR8 Canyon Rd Pedestrian Enhancements project proposed for amendment; and

WHEREAS, on March 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend Beaverton's OR8 Canyon Road Pedestrian Enhancements project, as identified in Exhibit A, in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program Exhibit A to Resolution 23-5319				
March FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MR23-07-MAR Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave– SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

Added Amendment Notes:

The complexity of separating the Beaverton pedestrian portion from the ODOT Street improvement project results in continue discussions over the appropriate name, description, and funding composition for the project. Through the public comment process, additional tweaks and adjustments to the project name, description, and funding composition may still occur. The final version will proceed to Metro Council with no further changes then occurring.

Proposed Amendment Review and Approval Steps:

- Tuesday, February 28, 2023: Post amendment & begin 30-day notification/comment period
- Friday, March 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, March 16, 2023: JPACT meeting
- Wednesday, March 29, 2023: End 30-day Public Comment period
- Thursday, April 6, 2023: Metro Council meeting
- Wednesday, April 13, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid to late May 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

March 2023 Formal Amendment for FFY 2023 - Amendment Number MR23-07-MAR

Summary Reason for Change: The project is being re-scoped closer to Beaverton's RFFA award Canyon Rd pedestrian enhancement project



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
SCOPE CHANGE**
Re-scope project to reflect
Beaverton Canyon Rd Ped project

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	18758
Project Name: OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements	1	Fiscal Constraint Cat:	SM&O	MTIP ID:	70757
		ODOT Type	Operations	Status:	4
		Performance Goal:	Safety	Comp Date:	12/31/2028
		Capacity Enhancing:	No	RTP ID:	11440
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:		TCM:	No
		30 Day Notice End:		TSMO Award	No
		Funding Source	Metro ODOT	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	OR8	RFFA Cycle:	2016-2018
		Mile Post Begin:	3.22 3.15	UPWP:	No
		Mile Post End:	4.07 3.90	UPWP Cycle:	N/A
		Length:	0.85 0.75	Past Amend:	7
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	
		1st Year Program'd:	2015	OTC Approval:	No
		Years Active:	9	OTC Date	N/A
		STIP Amend #: 21-24-3109		MTIP Amnd #: MR23-07-MAR	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).					
Short Description: Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.					

Detailed Description:

~~Improve the safety and signal operation to provide streetscape improvements that improve the connectivity between the Creekside District and Old Town, and to improve access to transit users of OR8 (canyon Rd) in the Beaverton Regional Center Project Funding~~

Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)

STIP Description: Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. Improve signal safety and access for pedestrians including streetscape enhancements.

Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2022 - Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP (Metro)	Z230	2015		\$ 1,111,396				\$ -
STP (Metro)	Z230	2015		\$ 1,577,190				\$ 1,577,190
State STP	H240	2015		\$ 32,882				\$ 32,882
Equity B	LZ2E LZ20	2015		\$ 50,344				\$ 50,344
NHS (Min Guarantee)	Q760	2015		\$ 25,452				\$ 25,452
Redistribution	M040 M03E	2015		\$ 125,876				\$ 125,876
ADVCON	ACP0	2015		\$ 325,948				\$ 325,948
STP (Metro)	ZS30	2020			\$ 448,650			\$ -
State STBG	ZS30	2020			\$ 1,139,571			\$ -
HSIP	ZS30	2020			\$ 225,133			\$ 225,133
STP (Metro)	Z230	2023					\$ 1,974,955	
STBG-U	Z230	2024					\$ 1,957,810	\$ 1,957,810
State STBG	Z240	2023					\$ 1,615,497	\$ -
State STBG	Z240	2024					\$ 548,244	\$ 548,244
								\$ -
Note: ADVCON =Metro HIP Fund Exchange awarded funding to the project.							Federal Totals:	\$ 4,868,879

State Funds									
State (STP)	Match	2015		\$	3,764			\$	3,764
State (Equity)	Match	2015		\$	5,762			\$	5,762
State (NHS)	Match	2015		\$	2,913			\$	2,913
State (Redist)	Match	2015		\$	14,407			\$	14,407
State (STBG)	Match	2020			\$ 130,429			\$	-
State (HSIP)	Match	2020			\$ 25,767			\$	25,767
State	S010	2020			\$ 30,000			\$	30,000
State (STBG)	Match	2023						\$ 184,901	\$ -
State STBG	Match	2024						\$ 62,749	\$ 62,749
									\$ -
State Total:								\$	145,362
Local Funds									
Local (STP-U)	Match	2015		\$	127,204			\$	-
Local (STP-U)	Match	2015		\$	180,516			\$	180,516
Local (AC)	Match	2015		\$	37,306				
Local (STP-U)	Match	2020			\$ 51,350			\$	-
Local (STP-U)	Match	2023						\$ 226,042	\$ -
Local (STBG-U)	Match	2024						\$ 224,080	\$ 224,080
Other	OTH0	2023						\$ 3,900,000	\$ -
Other	OTH0	2024						\$ 19,107	\$ 19,107
									\$ -
Local Total								\$	423,703
Phase Totals Before Amend:			\$	-	\$ 1,500,000	\$ 1,770,000	\$	-	\$ 7,901,395
Phase Totals After Amend:			\$	-	\$ 2,382,360	\$ 280,900	\$	-	\$ 2,811,990
Total Project Cost Estimate (all phases):								\$	5,475,250
Year of Expenditure Cost Amount:								\$	5,475,250

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 882,360	\$ (1,489,100)	\$ -	\$ (5,089,405)	\$ (5,696,145)
Phase Change Percent:	0%	59%	-84%	0%	-64%	-51%
Revised Match Federal:	\$ -	\$ 244,668	\$ 25,767	\$ -	\$ 286,829	\$ 557,264
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ 2,382,360	\$ 280,900			Federal Aid ID
Federal Funds Obligated:		\$ 2,137,692	\$ 225,133			S029(027)
Initial Obligation Date:		8/31/2015	11/1/2019			Other Notes
EA Number:		PE002550	R9263000			
EA Start Date:		N/A	N/A			
EA End Date:		N/A	N/A			
Known Expenditures:		N/A	N/A			

MTIP Programming Consistency Check Details and Glossary

General Areas

- 1 Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- 2 Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- 3 This amendment to the MTIP completes what action: The amendment completes a re-scoping action to become a pedestrian/safety enhancement project which is closer to the original Beaverton Canyon Rd project as awarded through the 2016-18 RFFA call. The prior ODOT intersection safety improvement piece is split off from Key 18758.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, Approved CMR, prior Metro funding award documentation, IGA 30667,

Public Notification and Comment Process:

- 5A Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
- 5B What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
- 5C Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
- 5D Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project returns closer to the original RFFA award scope for Beaverton

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11440 - TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit
1B	RTP Project Description: Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. - Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle
2B	What is the Metro modeling designation? See below: <ul style="list-style-type: none"> - Motor Vehicle Network = Major Arterial - Transit Network = Light Rail Transit + Frequent Bus - Freight = Roadway Connectors - Bicycle = Bike Parkway + Regional Bicycle - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
ADVCON	Federal Advance Construction fund type code. ADVCON is a generic federal fund placeholder. The State DOT normally covers the expenditures using their own funds until the final federal fund code is known and can be applied to the project. ADVCON is also stated as "AC" or ACPO in the STIP. In this case, the origin of the AC funds are fund exchanged federal Highway Infrastructure Program (HIP) funds between ODOT and Metro. When the final federal conversion code is known, a technical correction will occur to identify the specific programmatic federal fund code for the project
Equity B	Older federal Equity Bonus Special funds that date back to SAFETEA-LU and reflect adjusted apportionments of federal funds to the state DOTs
HSIP	Federal Highway Safety Improvement Program funds appropriated to the State DOT and applied to eligible safety related type improvement projects
NHS Minimum Guarantee	A specialized federal fund type within the National Highway System (NHS) funding program that ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a 90.5 percent return on its percentage share of contributions to the Highway Account of the HTF and that no State receives less than \$1 million annually.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Local or general state funds used above the required match to cover phase costs. Also referred to as "overmatch" funds for the project.
Redistribution	FHWA rescinds some funds from states that don't meet their annual obligation targets and redistributes them to other states as a bonus that don't meet their annual obligation targets. Redistribution funds reflect a portion of those funds Oregon received from other states by meeting Oregon's annual obligation targets
State	General state funds normally used by ODOT as the match to the required federal fund match requirement.
State STBG	Federal Surface Transportation Block Grant funds appropriated to the state DOT. The portion ODOT retains is subclassified as State STBG to differentiate it from STBG allocated to the MPOs.

STP, STP-U, or STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
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Statewide Transportation Improvement Program
Amendment Project Summary

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Key Number: 18758

2021-2024 STIP

Project Name: OR8: Canyon Rd pedestrian improvements

(DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	H240	STP STATE FLEXIBLE -		1.54%	36,645.50	89.73%	32,882.01	10.27%	3,763.49	0.00%	0.00
	LZ20	EQUITY BONUS-SPECIAL		2.36%	56,106.27	89.73%	50,344.16	10.27%	5,762.11	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT		1.84%	43,883.17	89.73%	39,376.37	10.27%	4,506.80	0.00%	0.00
	M040	FY15 REDISTRIBUTION OF FUNDS		4.05%	96,400.00	89.73%	86,499.72	10.27%	9,900.28	0.00%	0.00
	Q760	MINIMUM GUARANTEE -		1.19%	28,365.05	89.73%	25,451.96	10.27%	2,913.09	0.00%	0.00
	Z230	STP >200K		89.02%	2,120,960.01	89.73%	1,903,137.42	0.00%	0.00	10.27%	217,822.59
	PE Totals			100.00%	2,382,360.00		2,137,691.64		26,845.77		217,822.59
RW	S010	STATE		10.68%	30,000.00	0.00%	0.00	100.00%	30,000.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		89.32%	250,900.00	89.73%	225,132.57	10.27%	25,767.43	0.00%	0.00
	RW Totals			100.00%	280,900.00		225,132.57		55,767.43		0.00
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K		78.27%	2,200,997.00	89.73%	1,974,954.61	0.00%	0.00	10.27%	226,042.39
	Z240	SURFACE TRANSP BLOCK GRIS-FLEX		21.73%	610,993.00	89.73%	548,244.02	10.27%	62,748.98	0.00%	0.00
	CN Totals			100.00%	2,811,990.00		2,523,198.63		62,748.98		226,042.39
Grand Totals					5,475,250.00		4,886,022.84		145,362.18		443,864.98

2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

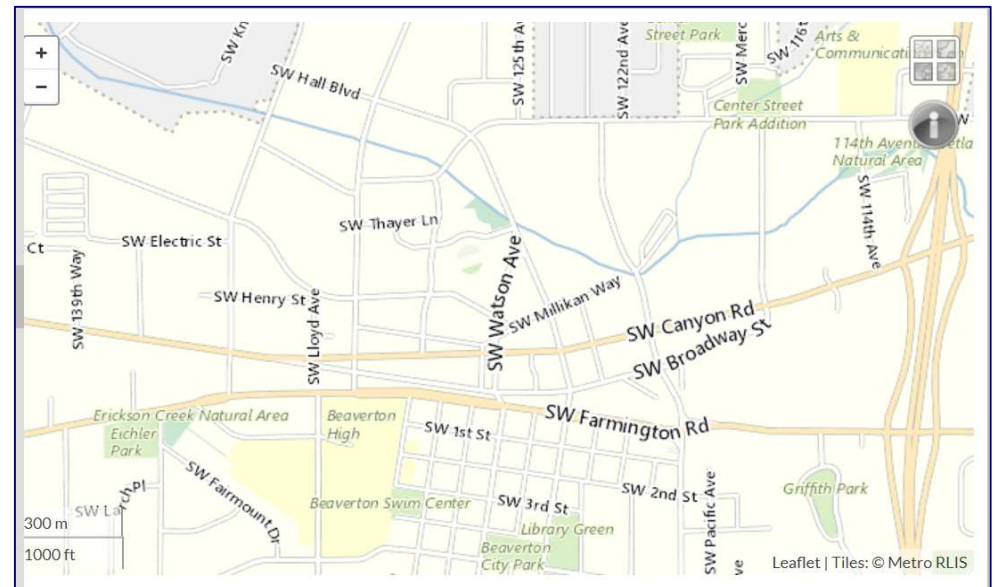
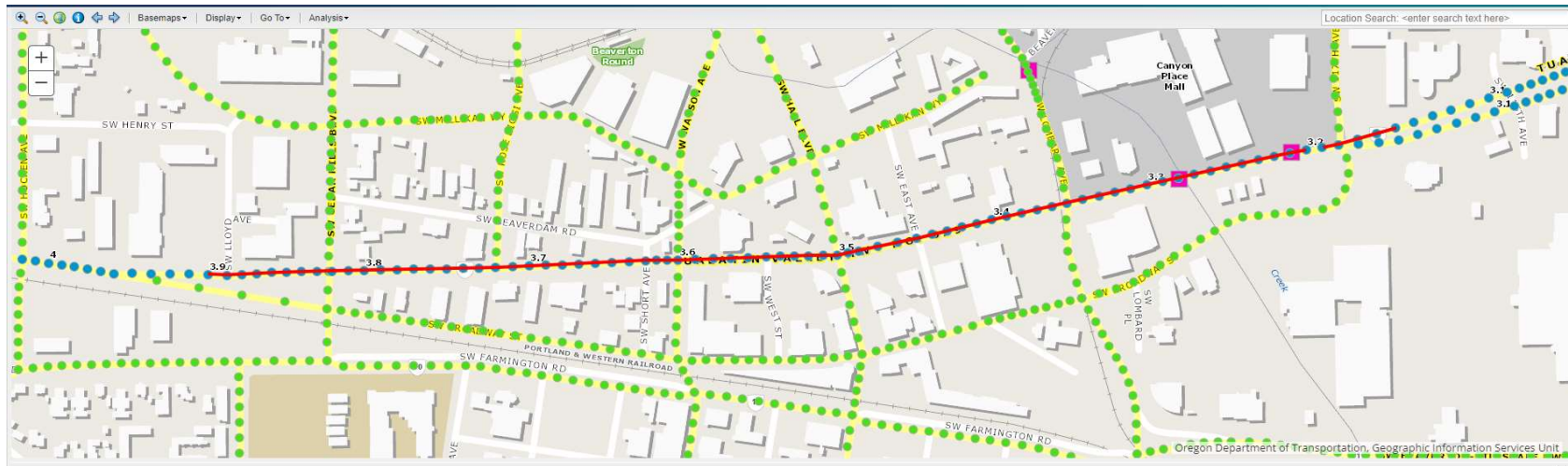
HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

K18758 OR8: SW Hocken Ave - SW Short St.

Proposed funding changes via CMR08 (CMR approved 1/9/23)

1/11/2023

CMR 08						STIP AMENDMENT		BOLD = funding being added									
Phase	Current STIP	Current FFY	Proposed STIP	Proposed FFY	Change	Existing Funding Commitment	Proposed Changes to Funding Commitment	Proposed New TIP Programming				Proposed STIP Programmin based on TIP					
PE	\$1,500,000.00	2015	\$2,382,360.00	N/C	\$882,360.00	\$261,400 ODOT FIX-IT funds \$1,238,600 Metro funds w/local match	(INCREASE BY \$882,360.) Add \$325,948 in new Metro HIP funding, Beaverton pays the \$37,306 match. (\$363,254) Add \$500,000 in Metro and match funds from RW Add \$19,106 in ODOT funds from RW	• \$280,506 ODOT (\$261,400 + \$19,106) Fix-It Funds (need fund source and if federal, need fed/match break out) • \$1,560,046 U-STBG + \$178,554 match (Beaverton) (\$1,738,600 total) • \$325,948 HIP Exchange (fund type TBD) + \$37,306 match (Beaverton) (\$363,254 total)	Fix-it	2015	164,999.99	148,054.50	16,945.49	(\$)			
									UrbSTB	2017	1,238,600	1,111,396	127,204	(L)			
									Fix-it	2017	96,400	86,500	9,900	(S)			
									Fix-it	2023	19,106	17,143.81	1,962.19	(\$)			
									UrbSTB	2023	500,000	448,650	51,350	(L) from RW			
									HIP Exc	2023	363,254.01	325,947.82	37,306.19	(L)			
RW	\$1,800,000.00	2020	\$280,900.00	2024	-\$1,519,100.00	\$1,300,000 ODOT FIX-IT funds (\$30,000 obligated) \$500,000 Metro funds w/local match	(DECREASE BY \$1,519,100) Move \$500,000 in Metro funds to PE. Remaining Metro contribution = \$0. Move \$19,106 in ODOT funds to PE. Drop \$999,994 from ODOT funds to the Region FP as savings.	• \$280,900 ODOT Fix-It Funds (need fund source and if federal, need fed/match break out)	Fix-it	2020	\$30,000	0/30,000	(\$)				
									Fix-it	2023	\$250,900	225,132.57	25,767.43	(\$)			
CN	\$7,901,395.09	2023	\$2,811,989.00	2025	-\$5,089,406.09	\$1,800,398 ODOT FIX-IT funds \$2,200,997 Metro funds w/local match \$3,900,000 Beaverton funds	(DECREASE BY \$5,089,406) Keep \$2,200,997 in Metro funds. Drop \$1,189,405 in ODOT funds back to Region FP as savings. Remaining ODOT contribution = \$610,993. Drop \$3,900,00 in Beaverton funds back to Beaverton. Remaining Beaverton contribution = \$0 (not including overmatch on Metro funds)	• \$1,974,954 U-STBG + \$226,042 match (Beaverton) (\$2,200,996 total) • \$610,993 ODOT funds (need fund source and if federal, need fed/match break out)	UrbSTB	2024	2,200,997	1,974,954.61	226,042.39	(L)			
									Fix-it	2024	610,993	548,244.02	62,748.98	(\$)			
Total	\$11,201,395.09		\$5,475,249.00		-\$5,726,146.09	\$11,201,395	\$5,475,249		\$					5.			



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 3, 2023
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is:

The March FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains one project. Key 18758 currently is a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect only the Beaverton pedestrian enhancement scope elements. The current MTIP programming is shown in the below table as the starting point to change the project.

Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home **admin** **RTP** **RFFA** **MTIP** **FUND**

[details](#) [costs](#) [programming](#) [map](#) [amendments](#) [obligations](#) [earmarks](#) [comments](#)

ODOT Key: 18758 | MTIP ID: 70757
OR8: SW Hocken Ave - SW Short St - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2015		\$1,345,950	\$154,049	\$0	\$1,499,999	<input type="checkbox"/>
	2010	NHS	\$25,452	\$2,913	\$0	\$28,365	
	2015	STP	\$1,111,396	\$127,204	\$0	\$1,238,600	
	2014	State STP (M240)	\$32,882	\$3,763	\$0	\$36,645	
	2016	Equity B (LZ2E)	\$50,344	\$5,762	\$0	\$56,106	
	2015	Redistribution (Z030)	\$125,876	\$14,407	\$0	\$140,283	
Purchase right of way	2020		\$1,588,221	\$181,779	\$0	\$1,770,000	<input type="checkbox"/>
	2016	STP	\$448,650	\$51,350	\$0	\$500,000	
	2020	STBG - STATE	\$1,139,571	\$130,429	\$0	\$1,270,000	
Construction	2023		\$3,590,452	\$410,943	\$3,900,000	\$7,901,395	<input type="checkbox"/>
	2018	STP	\$1,974,955	\$226,042		\$2,200,997	
	2021	STBG - STATE	\$1,615,497	\$184,901	\$3,900,000	\$5,700,398	
Totals >>			\$6,524,623	\$746,771	\$3,900,000	\$11,171,394	

What is the requested action?

TPAC received their official notification on March 3, 2023 and provided an approval recommendation to JPACT to approve Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

A summary of the project and amendment actions are shown on the next pages.

March FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MR23-07-MAR Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 18758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	<u>SCOPE CHANGE:</u> Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

TPAC March 3, 2023 Meeting Summary:

TPAC members received their notification of the amendment an overview of the project changes occurring. Ken Lobeck, Metro staff provided a short overview of Beaverton's Canyon Rd Streetscape upgrade projects from initial award through the combining action with ODOT's OR8 operational and safety upgrade projects to the final decision to separate the project from the ODOT projects. TPAC members asked for some added details about why this combining effort eventually failed and now requires re-scoping. Ted Leybold, Metro Resource Development Department Manager clarified that conflicts in delivery timing and additional costs emerged during the Preliminary Engineering phase that could not be resolved. As a result, it became necessary to slow-down the Beaverton scope elements and separate them from the ODOT OR8 planned improvements to allow ODOT's scope elements to continue moving forward. The re-scoping and separation effort now occurring allows the Beaverton scope elements more time to work through their final scope and cost estimates without delaying the ODOT safety and operation upgrades occurring on OR8. After this discussion, TPAC move staff's recommendation and unanimously voted to prove JPACT and approval recommendation for Resolution 23-5319.

AMENDMENT SUMMARY

Project #1 Key 18758	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements (Scope Change) Lead Agency: ODOT
-------------------------------------	---

Project Description:~~Design and construct streetscape, safety, and operational improvements~~**Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.****Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **18758**
- MTIP ID#: 70757
- RTP ID: 11440
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Support documents included
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: Yes. Scheduled for March 9, 2023. See Attachment 1 for added details.
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made without issues: Yes

Description of Changes

The scope change separates the Beaverton Canyon Road Pedestrian Enhancements from its previous assimilation within the larger series of ODOT OR8 operational safety upgrade projects. Due to delivery challenges, Beaverton's portion is separated out as a stand-alone project to avoid further conflicts with the OR8 operational safety upgrade projects. The scope and funding for Key 18758 now reflects the planned Canyon Road Pedestrian Enhancements as part of Beaverton's planned streetscape upgrades.

Project History:

As part of the 2016-18 Regional Flexible Fund Allocation, Beaverton's Canyon Road Safety and Streetscape Enhancement project received a federal \$3,535,000 award.

2016-18 RFFA project and program recommendations						
Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Panno Creek Trail: Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

The RFFA award provided funding assistance for Beaverton's Phase 2 component that would support the engineering and construction of pedestrian safety enhancements in the area

bounded by to SW 117th Avenue to the east and SW Hocken Avenue to the west. Project elements included:

- Improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs
- Addition of a signalized intersection at Rose Biggi Ave & Canyon Road
- Installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road
- Installation of a bike lane on the south side of Canyon from Hocken to Broadway
- Installation of a sidewalk on the south side of Canyon Road from Hocken Ave to Broadway St, and from Broadway St to Cedar Hills Blvd
- Installation of stormwater quality treatment on Canyon Road from Cedar Hills Blvd to Broadway St, including utility reconstruction & drainage
- Reconstruction of a bridge structure over Beaverton Creek to widen a currently substandard sidewalk

Element	Cost Estimate
Construct curb/gutter, sidewalk & curb ramps & bike lane striping	\$138,000
Utility removal/reconstruction	\$102,000
Stormwater swales & drainage system	\$447,000
Bridge reconstruction	\$110,000
Traffic signal at Rose Biggi Avenue	\$450,000
Pedestrian refuge island & beacons	\$100,000
Crosswalk markings, concrete treatments & turn improvements	\$301,000
Project elements subtotal (rounded)	\$1,648,000
Survey, design, admin. & contingency (rounded)	\$1,877,000
Total (rounded)	\$3,525,000

The estimate total project cost at the time of the RFFA award was approximately \$3.9 million..

Around the same time, ODOT was developing their operational safety upgrade projects along OR8. These projects would provide various operational and safety upgrades for motorists and pedestrians along various locations of OR8. The projects included:

- Canyon Road Improvements: SW 110th Avenue to SW 192 Avenue
- OR 8 at River Road Safety Project
- OR 8 Safety Improvements at SE 44th/45th Avenue
- OR 8 Safety Improvements at OR 219



Since there appeared to be clear overlap between Beaverton Canyon Rd Streetscape enhancements project and the ODOT operational safety upgrade projects, Beaverton and ODOT agreed to merge the Canyon Rd project into their operational safety projects. The intent was to provide enhanced delivery abilities and better leverage project costs.

However, complications arose with the planned project merger concerning the available funding and scope elements. Unfortunately, the complications could not be resolved. This resulting in the current re-scoping amendment now occurring to separate Beaverton's Canyon Road pedestrian streetscape enhancement project from the ODOT operational safety upgrade projects.

Beaverton's Canyon Road Streetscape Project is designed to enhance the existing streetscape by creating a sense of place with trees, sidewalks, center medians and a new crosswalk. The new streetscape will increase pedestrian connectivity between the Creekside District and Old Town in Central Beaverton. It will also improve highway safety, signal operations, and access to transit on Canyon Road. ODOT will remain lead agency to delivery the project for Beaverton.



The proposed project elements include the following:

- Improve accessible sidewalk curb ramps.
- Add a crosswalk and a flashing beacon on Canyon Road at Rose Biggi Avenue. A flashing beacon is a pedestrian-activated flashing light at a marked crosswalk to help alert motorists that a pedestrian is crossing the street.
- Add a landscaped center median on Canyon Road between Short Street and Cedar Hills Boulevard.
- Upgrade the traffic signals and lighting in the project area.
- Rebuild driveways and evaluate business access within the project area for safety and compatibility with project design.
- The updated estimated total project cost is now \$5,475,250.

Funding in support of the revised project includes a combination of Metro RFFA, ODOT managed funds, a HIP Exchange Funding award from Metro, and local funds from Beaverton. The

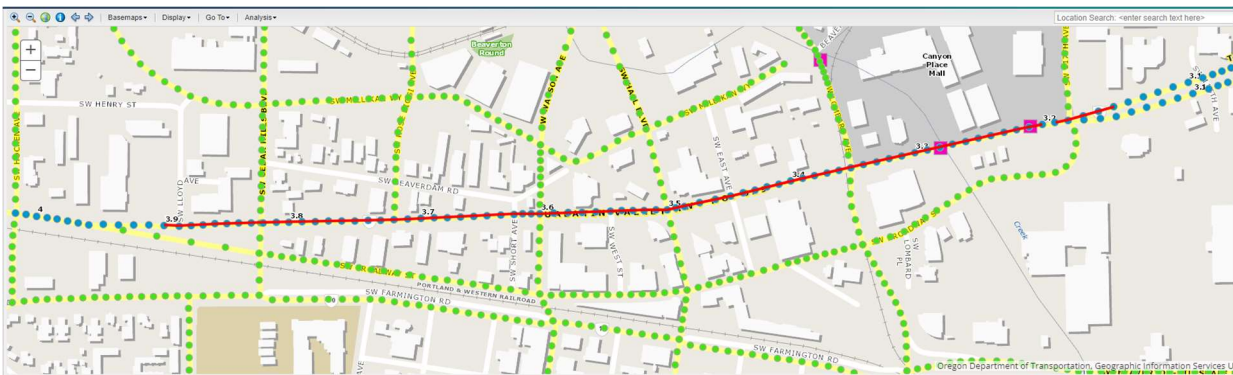
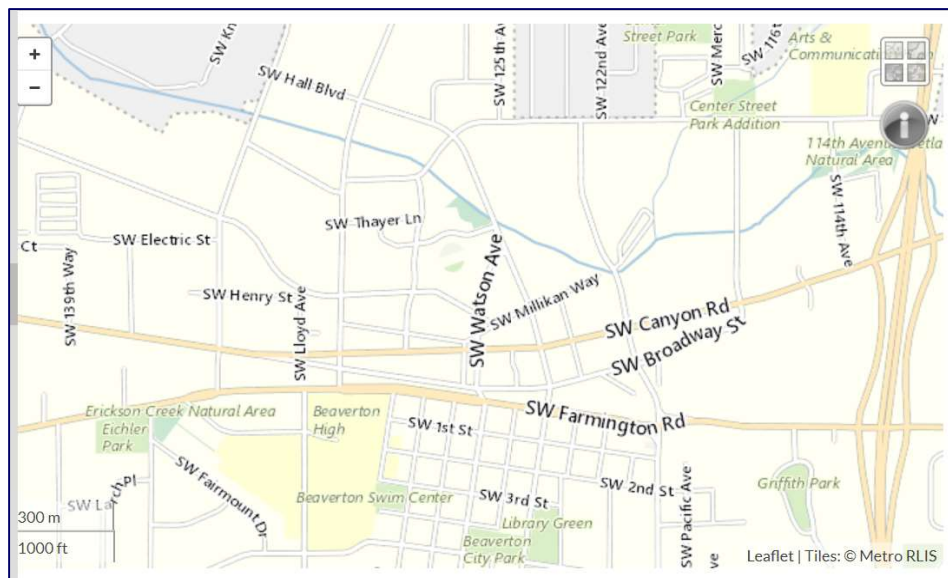
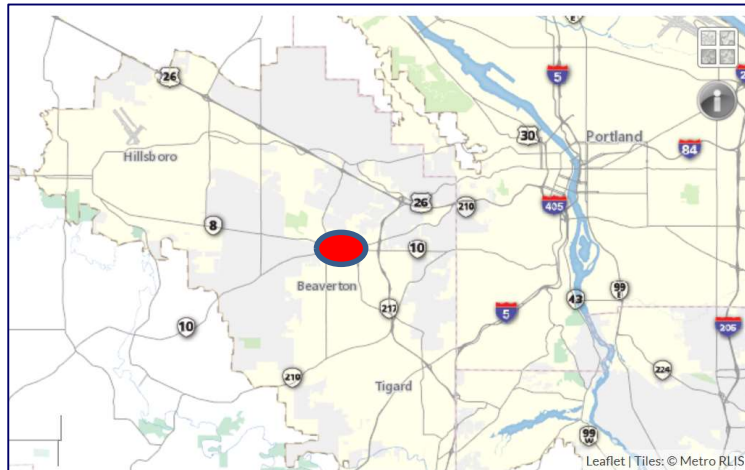
Key 18758 - OR8/Canyon Road Pedestrian Enhancements Revised Funding Composition

Fund Type Code	Source	Federal	State (Match)	Local (Match/Overmatch)	Total
State STP	ODOT	\$581,126	\$66,513	\$0	\$647,639
Equity B	ODOT	\$50,344	\$5,762	\$0	\$56,106
NHS	ODOT	\$25,452	\$2,913	\$0	\$28,365
Redistribution	ODOT	\$125,876	\$14,407	\$0	\$140,283
HSIP	ODOT	\$225,133	\$25,767	\$0	\$250,900
State	ODOT	\$0	\$30,000	\$0	\$30,000
STBG-U	Metro	\$3,535,000	\$0	\$404,596	\$3,939,596
ADVCON (HIP Fund Exchange)	Metro	\$325,948	\$0	\$37,306	\$363,254
Other	Beaverton	\$0	\$0	\$19,107	\$19,107
Totals:		\$4,868,879	\$145,362	\$461,009	\$5,475,250

ODOT Contribution: \$1,153,293 (= 21.1%)

Metro Contribution: \$3,860,948 (= 70.5%)

Beaverton Contribution: \$461,009 (= 8.4%)

Support Item(s):**Project Location Map****Additional Support Items****HIP Fund Exchange Award Confirmation**

- 3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDING RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2023 Formal MTIP amendment (MR23-07-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 24, 2023
• Initiate the required 30-day public notification process.....	February 28, 2023
• TPAC notification and approval recommendation.....	March 3, 2023
• JPACT approval and recommendation to Council.....	March 16, 2023
• Completion of public notification process.....	March 28, 2023
• Metro Council approval.....	April 6, 2023

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 12, 2023
• USDOT clarification and final amendment approval.....	Mid to Late May 2023

ANALYSIS/INFORMATION

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

2. **Legal Antecedents:**

- Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
- Oregon Governor approval of the 2021-24 MTIP: July 23, 2020

- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. The Metro funds are prior awarded funds from the 2016-18 RFFA Step 2 project funding call and are separate from the Metro annual budget.

RECOMMENDED ACTION:

TPAC received their official notification on March 3, 2023 and provided an approval recommendation to JPACT to approve Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

1 Attachment: OTC Staff Report Item - OR8: SW Hocken Ave- SW Short St project renaming and funding adjustment



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2023

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Consent Item 09** – Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name OR8: SW Hocken Ave- SW Short St project and decrease project funding due to revised project scope.

Requested Action:

Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name *OR8: SW Hocken Ave - SW Short St* project to *OR8: Canyon Rd pedestrian improvements* project and decrease funding for *OR8: Canyon Rd pedestrian improvements* project.

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to decrease project funding for the *OR8: Canyon Rd pedestrian improvements* project from \$11,201,395 to \$5,475,250 for a total decrease of \$5,726,145, mostly made up of fix-it Region 1 program and local funds.

Project to decrease funding:

<i>OR8: Canyon Rd pedestrian improvements (K18758)</i>			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$1,500,000	\$2,382,360
Right of Way	2020	\$1,800,000	\$280,900
Construction	2024	\$7,901,395	\$2,811,990
TOTAL		\$11,201,395	\$5,475,250

Background:

The purpose of the *OR8: Canyon Rd pedestrian improvements* project (K18758) is to design and construct streetscape, safety, and operational improvements on SW Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. The project will improve signal safety and access for pedestrians, including streetscape enhancements.

A previous design concept was developed jointly by ODOT and the city of Beaverton that included sidewalk widening, traffic signal replacements, minor highway realignment, landscaped medians, and an enhanced pedestrian crossing signal. Design for this concept was completed to approximately 75%

by 2021. This concept was ultimately rejected by a new City Council and Metro leadership due to exceeding the available construction funding while not sufficiently addressing the core objective of pedestrian safety and access. In 2022, ODOT, Beaverton, and Metro worked together to develop a more focused project scope that was acceptable to all partners. This revised scope will make improvements to enhance the pedestrian experience, including safety and access, in Beaverton's central business district. These improvements are consistent with the long-term goals of all three agencies for this corridor. Specifically, the revised project scope includes an enhanced pedestrian crossing signal at the SW Rose Biggi Ave intersection, a landscaped median on SW Canyon Rd, and other targeted pedestrian access improvements.

The significance of the scope and funding changes is best conveyed by changing the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Increasing the Preliminary Engineering phase will allow ODOT to complete the design for the revised project scope. Decreasing the Right of Way and Construction phases will allow funds to be transferred to other phases and leave sufficient funding to complete the reduced project scope and return \$3.9m to local funding partners and \$2,189,399 to the Region 1 Fix-it financial plan to address shortfalls on safety and preservation projects within Region 1.

Outcomes:

With approval, ODOT will proceed to increase the PE phase by \$882,360 to complete the design. ODOT also will reduce the Right of Way phase by \$1,519,100 and reduce the Construction phase by \$5,089,405. ODOT will also change the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Without approval, ODOT will place the Preliminary Engineering phase on hold until sufficient funding for design is secured and our partners agree to the expanded scope.

Attachments:

- Attachment 1 – Vicinity and Location Maps

K18758 OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



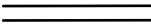
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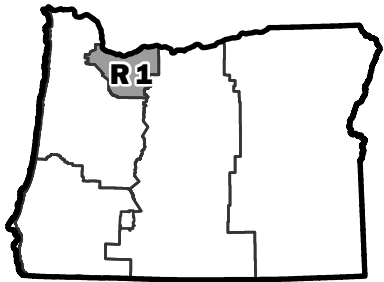
STATE ROAD



LOCAL ROAD

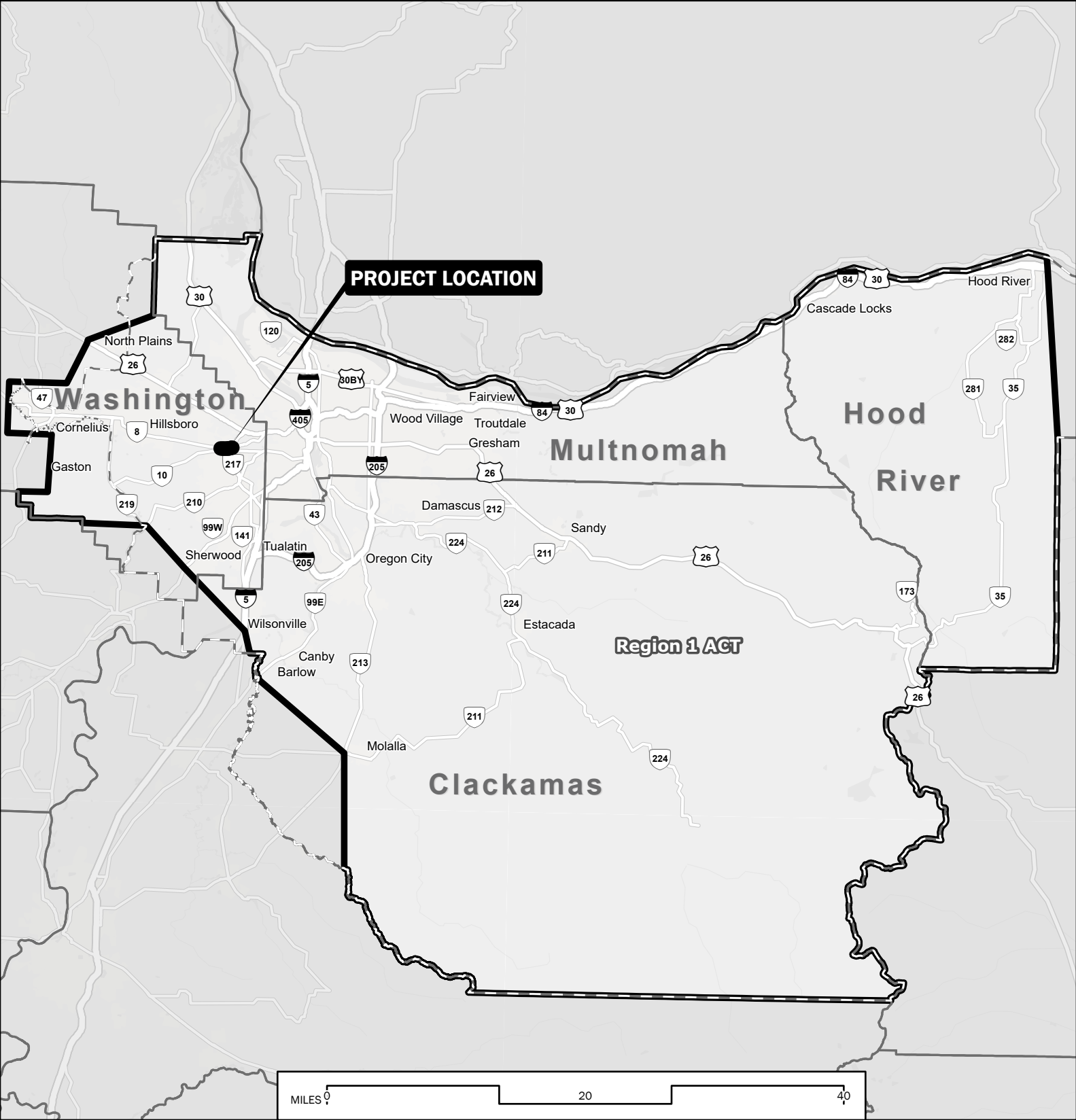


RAILROAD



DATE: 1/26/2023
PROJECT NO. 23-52
ODOT | GIS UNIT

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STIP PROJECT LOCATION

K18758 OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



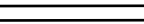
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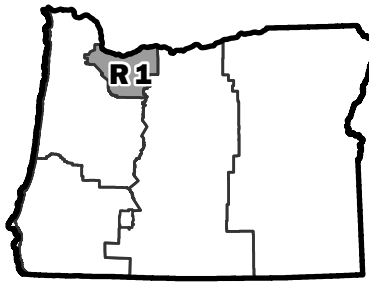
STATE ROAD



LOCAL ROAD

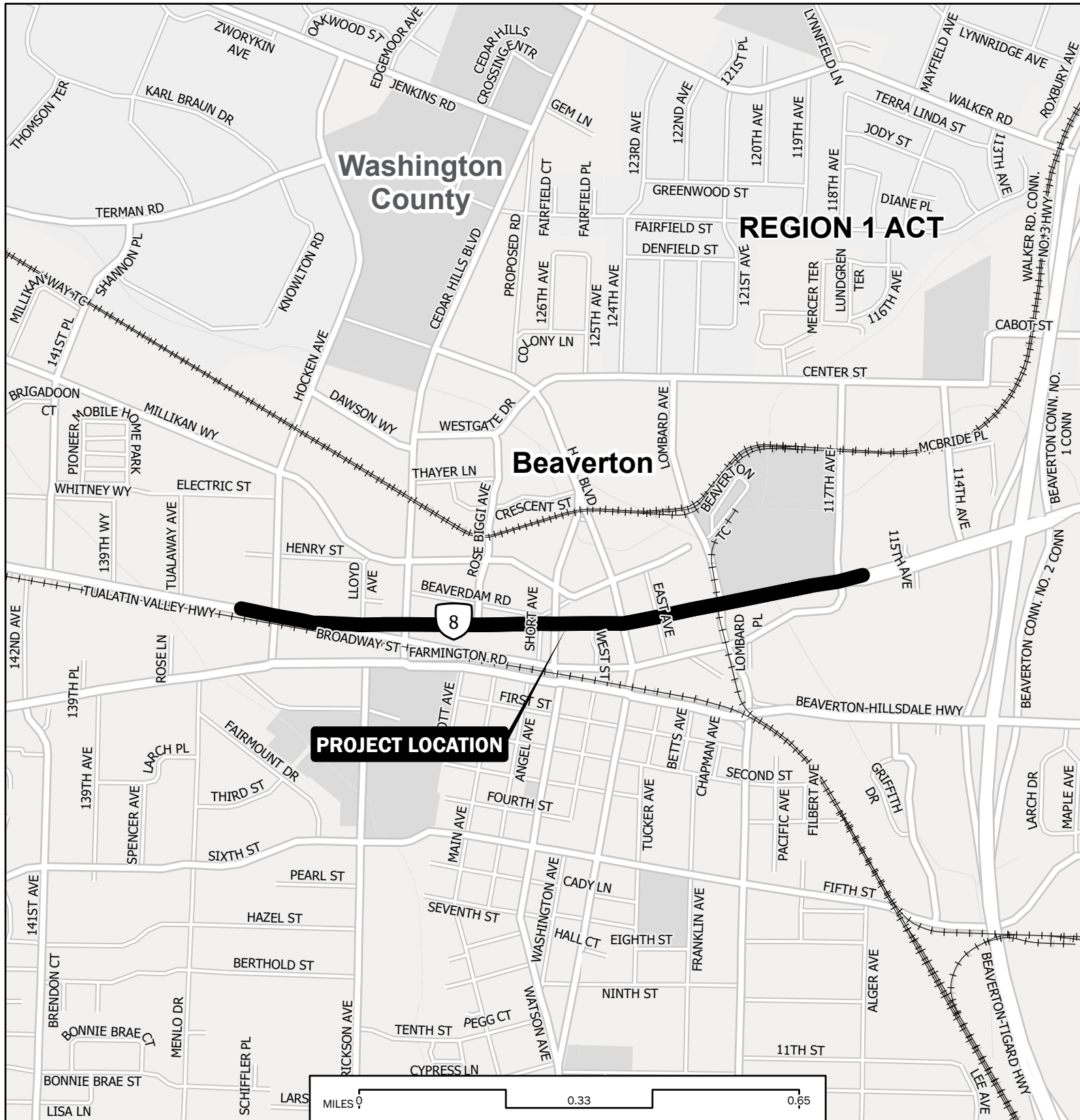


RAILROAD



DATE: 1/26/2023
PROJECT NO. 23-52
ODOT | GIS UNIT

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4.2 Consideration of the February 16, 2023, JPACT Minutes (7:45 AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 16, 2023



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

February 16, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Travis Stovall
Anne McEnerny-Ogle
Paul Savas
Nafisa Fai
Susheela Jayapal
Carley Francis
Sam Desue
Mingus Mapps
Ali Mirzakhali
Steve Callaway
Curtis Robinhold
Rian Windsheimer
Joe Buck
Shawn Donaghy

AFFILIATION

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

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

John Miner
Emerald Bogue
Jef Dalin
Brett Sherman
Monica Tellez-Fowler
Michael Orman

AFFILIATION

Cities of Multnomah County
Port of Portland
Cities of Washington County
Cities of Clackamas County
C-Tran
Oregon Department of Environmental
Quality

OTHERS PRESENT: Megan Neil, Jean Senechal Biggs, Gerik Kransky, Sarah Paulus, Allison Boyd, Neelam Dorman, Matt Ransom, Cody Field, Sara Ryan, Chris Smith, John Mermin, Katherine Kelly, Jamie Stasny, Julie Gustafson, Mark Lear, Dwight Brashear, Mike Bezner, Camden Mckone, Michelle Bellia, Sandy Glantz, Colin Swanson, Eric Hesse, Hayden Miller, Tara O'Brien, Mike McCarthy, Jaimie Lorenzini, John Serra, Stephen Roberts, Mary Baumbardner, Dave Roth, Will Farley, Mark Ottenad, Glen Bolen

STAFF: Kate Hawkins, Eliot Rose, Margi Bradway, Grace Cho, Malu Wilkinson, Matt Bihn, Ken Lobeck, Cindy Pederson, Ina Zucker, Connor Ayers, Lisa Hunrichs, Matthew Hampton, Marielle Bossio, Caleb Winter, Eryn Kehe, Ted Leybold, Carrie Maclaren, Ally Holmqvist, Lake McTighe

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony.

3. UPDATES FROM THE CHAIR

Chair Gonzalez notified the committee of the upcoming Washington DC trip for JPACT members. He then provided a reminder that a joint Council Workshop will take place in May to discuss the project list of the 2023 Regional Transportation Plan (RTP).

Metro staff Margi Bradway (she/her) shared the names and ages of traffic victims during the month of December:

Mary L. Mark, 64, Glennard Devon Purvee, 28, Tyler L. David, 44, Miguel Adams, 22, Penny A. Griffith, 98, Lourdes Turcios Garcia, 40, and 2 unidentified victims.

4. CONSENT AGENDA

Metro Attorney Carrie MacLaren noted a typo in the script, clarifying that the correct title of the Resolution is Resolution No. 23-5315 For the Purpose of Amending the 2021-24 MTIP to Ensure Previously Approved Funding is Available to Support Planning Activities in the SFY 2024 Unified Planning Work Program (UPWP).

MOTION: City of Portland Commissioner Mingus Mapps moved to approve the consent agenda seconded by Clackamas County Commissioner Paul Savas.

ACTION: With all in favor, consent agenda passed.

5. ACTION ITEMS

5.1 Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project

Chair Gonzalez introduced Alex Oreschak (he/him), Metro, Megan Neil, Multnomah County, and Taylor Steenblock, Multnomah County.

Key elements of the presentation included
2/16/2023 JPACT

Minutes 2

Staff provided a high-level overview of the project, explaining the purpose, benefits, functional details, and timeline of making the Burnside Bridge earthquake resilient. Steenblock highlighted that the Burnside Bridge is currently seismically vulnerable, and that an earthquake damaging this bridge would cause significant economic strain on the region. Elements of the bridge's design were discussed, with staff commenting on how different structures would impact seismic resilience. Neil overviewed the project's timeline, highlighting current funding streams and calling for additional funding.

MOTION: City of Vancouver Mayor McEnerny-Ogle moved to adopt the resolution seconded by Commissioner Mapps.

Port of Portland Executive Director Curtis Robinhold expressed his support for this project and others that build the resiliency of the region. He then asked staff how they plan to achieve funding at the state level.

Steenblock stated that they have been focused on building relationships with those in the legislature. Furthermore, she commented that they are trying not to divert funding away from other projects such as the I-5 Bridge Replacement project.

Robinhold remarked that this unified call for regional resilience should be reflected with a regional funding strategy.

City of Hillsboro Mayor Steve Callaway requested clarification on why there is no dedicated Westbound bus lane, as well as if streetcars will also use dedicated bus lanes.

Neil stated that there is no current need for a dedicated Westbound bus lane. She confirmed that streetcars will also use bus lanes.

Mayor Callaway then asked for an explanation of the graphic displaying construction hours.

Steenblock explained that this graph measured labor through the job-year metric, displaying the total number of hours of employment this project will provide.

Mayor Callaway lastly questioned if staff has incorporated projections of how the buildings alongside the Burnside Bridge may be affected by a large earthquake.

Neil noted that there are landside vulnerabilities along the corridor that would impact the usability of the bridge in the event of a large earthquake.

Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhali sought clarification on why this project is being included in the 2023 RTP, questioning if this project is taking the place of another.

Bradway explained that this project would not be an amendment to the 2018 RTP, but rather would be included in the project list of the 2023 RTP, meaning that it would not be replacing another project.

Washington County Commissioner Nafisa Fai asked if there is a statewide standard of seismic resilience that all buildings must adhere to. She then asked if this project will coincide with the Great Streets project and if this

will create any funding difficulties.

Steenblock affirmed that there are seismic standards that bridges must be built according to, and while certain buildings do not meet earthquake readiness standards that this should be addressed as a separate issue. As for this project coinciding with other major construction projects, Steenblock stated that they are working closely with construction partners and unions to ensure that they will have the resources and capacity to begin this work when ready.

Motion: Multnomah County Commissioner Susheela Jayapal proposed an amendment to Resolution No. 53-5306, seconded by Commissioner Mapps.

Action: With all in favor, the amendment was adopted.

Commissioner Mapps expressed his support for this project and thanked staff for their work.

Action: With all in favor, the resolution was adopted as amended.

6. INFORMATION/DISCUSSION ITEMS

6.1 2023 RTP: Call for Projects Update

Chair Gonzalez introduced Kim Ellis (she/her), Metro.

Key elements of the presentation included

The presentation overviewed the scope and timeline of the 2023 Regional Transportation Plan (RTP), focusing on the call projects stage of the planning process. The call for projects stage involves local jurisdictions, agencies, and committees updating the RTP by adding new projects that seek to fulfill the region's transportation visions and goals. Ellis detailed the policy framework for the 2023 RTP, highlighting that included projects must support measurable objectives and targets, as well as aligning with the RTP's goals of providing equitable transportation, mobility options, thriving economy, safe systems, and climate action and resilience.

Commissioner Savas expressed concerns that there has been a great deal of uncertainty surrounding this cycle of the RTP, particularly as the timeline for projects is rapidly approaching.

Bradway noted that the RTP process is the time for the region to decide on priorities moving forward. She spoke about the inclusion of congestion pricing in the 2023 RTP, commenting that while this process is new that it will continue to develop.

Metro Councilor Christine Lewis (she/her) shared Commissioner Savas's frustrations regarding the uncertainty of how congestion pricing will affect the region. She remarked that we are missing a strategic plan to address urban arterials.

Metro Councilor Ashton Simpson (he/him) furthered Councilor Lewis's statement by highlighting that low-income communities may be disparately affected by congestion pricing, noting that diversion will result in greater safety concerns.

Oregon Department of Transportation (ODOT) Policy and Development Manager Rian Windsheimer noted that ODOT has a programmatic bucket within the RTP reserved for safety improvements.

Mirzakhilili questioned how projects are evaluated against one another for inclusion in the RTP, as well asking if this process will be transparent.

Ellis explained that the assessment process revolves around the five primary goals of the RTP, highlighting projects that advance one or several goals the furthest. She stated that this process will be documented and readily available to be viewed.

Trimet General Manager Sam Desue acknowledged the sentiment that Trimet needs to invest more in transit to increase access throughout the region. He remarked that Trimet is focusing on implementing the Forward Together bus service in the short term, and that we need to find a local match and new revenue for high-capacity transit projects.

6.2 Climate Smart Strategy: JPACT/Council Workshop Recap and Climate Friendly Equitable Communities Update

Chair Gonzalez introduced Kim Ellis (she/her), Metro.

Key elements of the presentation included

Ellis described the implementation of the Climate Smart Strategy, a regional strategy targeted at reducing greenhouse gas emissions in the transportation sector, in the climate analysis for the 2023 RTP. She explained that this strategy has been designed to synergize with the 2040 Growth Plan, bringing investment to communities that will lead to positive climate impacts over time. Notably, Ellis stated that significant investment in transit is the key to reaching desired greenhouse gas emission levels, along with transit supporting other regional goals and visions. The presentation detailed how the region's transportation climate has changed since the 2018 RTP, noting the dramatic effects of the COVID-19 pandemic, new state policies that bring additional tools to support the reduction of emissions, and the increased prominence of electric vehicles. To conclude the presentation, Ellis overviewed responses from the JPACT and MTAC committees on the Climate Smart Strategy.

Commissioner Savas expressed concerns that some of the projects in the Climate Smart Strategy may have a disparate effect on low-income communities, placing too significant of burdens on individuals already financially struggling. Furthermore, he cautioned against using vehicle miles traveled (VMT) and vehicle hours traveled (VHT) interchangeably as metrics.

Mirzahalili emphasized the shifts in commuting trends coming out of the COVID-19 pandemic, noting that people will be rewarded for continuing to work and home and not drive. He then spoke to the electrification of the fleet, commenting that we need electric vehicles options to be cheaper than gas fueled vehicles to further incentivize this shift.

Councilor Simpson noted that multimodal transportation is the key to both providing access to low-income communities and keeping greenhouse gas emissions low.

Commissioner Mapps expressed that he would like to see transit usage in the region rise.

Commissioner Fai questioned if Metro as a MPO is considering funding streams for local jurisdictions.

Ellis stated that the state is funding some planning and implementation work currently, however the Environmental Protection Agency (EPA) recently announced a new grant stream for planning and implementation of carbon reduction strategies.

Bradway recognized the administrative strain securing funding can be for jurisdictions. She noted that Metro is aligning their Climate Smart Strategy with the regulations imposed by the Climate-Friendly and Equitable Communities (CFEC) to reduce this burden.

Windsheimer spoke to the importance of advocating for funding at this stage in the planning process.

7 UPDATES FROM JPACT MEMBERS

Bradway provided an update on the travel details for the JPACT Washington DC trip.

8 ADJORN

Chair Gonzalez adjourned the meeting at 9:30

Respectfully Submitted,



Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF February 16, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	2/16/2023	Fatal Crash Slide	2162023-01
5.1	Presentation	2/16/2023	Burnside Bridge Presentation	2162023--02
6.1	Presentation	2/16/2023	RTP Call for Projects	2162023--03
6.2	Presentation	2/16/2023	Climate Smart Strategy	2162023--04
2.	Testimony	2/16/2023	Sharon Nasset	2162023--05

5.1 State Legislative Agenda (7:50 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 16, 2023

5.2 Montgomery Park Transit and Development Project (8:20 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 16, 2023

JPACT Worksheet

Agenda Item Title: Montgomery Park Transit and Development Project

Presenters: Dan Bower, PSI & Mauricio LeClerc, PBOT

Contact for this worksheet/presentation: Dan Bower, PSI – 503-869-0820 or
dan.bower@portlandstreetcar.org

Purpose/Objective

The purpose of this agenda item is to update JPACT members on the Montgomery Park Transit and Development project – a proposed extension of Portland Streetcar in northwest Portland and accompanying land use strategy to support housing and job growth.

The project team will share information and answer questions about the technical components of the transit project as well as the public benefits generated by the project.

Outcome

This presentation and Q&A is for information only

What has changed since JPACT last considered this issue/item?

JPACT has not considered this specific issue/project in the past other than to include the project in the Regional Transportation Plan.

What packet material do you plan to include?

A short Powerpoint presentation will be made available to JPACT members in advance.

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

**ODOT initial fatal crash report as of 2/16/23, police and news reports*

Gorgonio Reyes Barrera, 31, driving, Columbia River Hwy., Multnomah, 3/4

Jason Clark, walking, NE Sandy Blvd & NE 162nd Ave., Portland, Multnomah, ¾

Lillian Spahn, 24 and Micah Strauss, 28, Hwy 26,/Warm Springs Hwy, Clackamas, 2/25

Robert McIlwain, 54, driving, NE Marine Drive, Portland, Multnomah, 2/24

Unidentified, walking, E Burnside St., Gresham, Multnomah, 2/20

Destanie King, 26, & Michael Collier, 66, , driving, OR 47, Nehalem Hwy., Washington, 2/17

Elias James Whitcomb, 34, walking, NW Gales Creek Rd., Washington, 2/17

Maribel Campos-Vera, 31, driving, , Cascade Hwy., Oregon City, Clackamas, 2/17

Derrick Dean Shirley, 34, walking, NE Cornell Rd., Hillsboro, Washington, 2/13

Unidentified, walking, N Pacific St near NE 99th Ave, Portland, Multnomah, 2/14

Unidentified, walking, Stark St, Gresham, Multnomah, 2/8

Kingman & El Hindawi, 69 & 92, driving, US 26 Washington, 2/3

Joseph Carrero, 34, walking, SE Orient Dr., Multnomah 2/3

Justin Summerland, 42, motorcycling, US 26, Beaverton, Washington, 2/1





PORTLAND
STREETCAR

JPACT

March 16, 2023

Portland Streetcar Governance Structure

Per the **Master Agreement**
adopted by City Council and the
TriMet Board of Directors in
2012



Owns and operates.



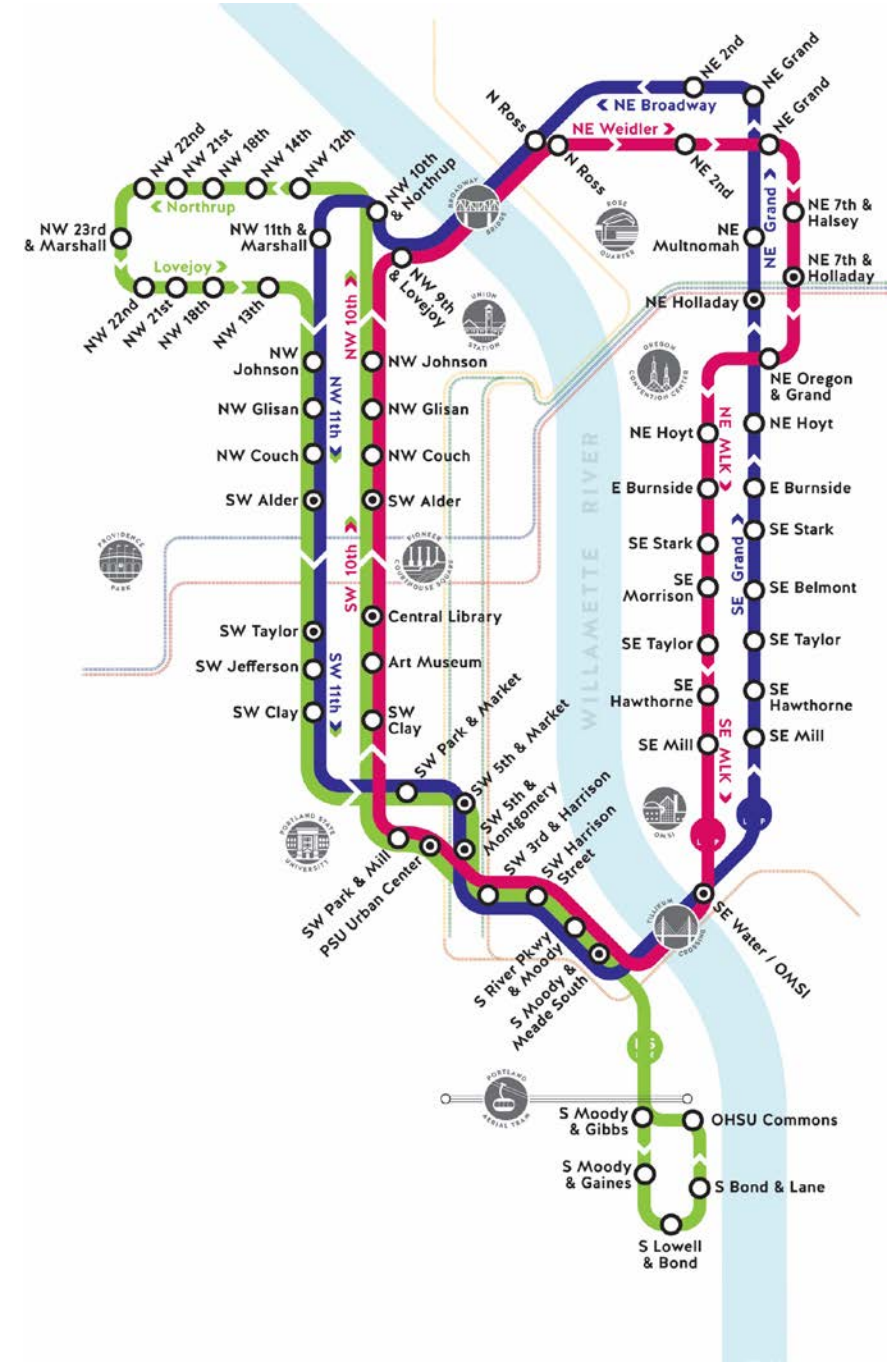
Provides operators & mechanics,
operational expertise, and funding.



Assists funding, strategy, and
community partnerships to support
daily operations.

Portland Streetcar System

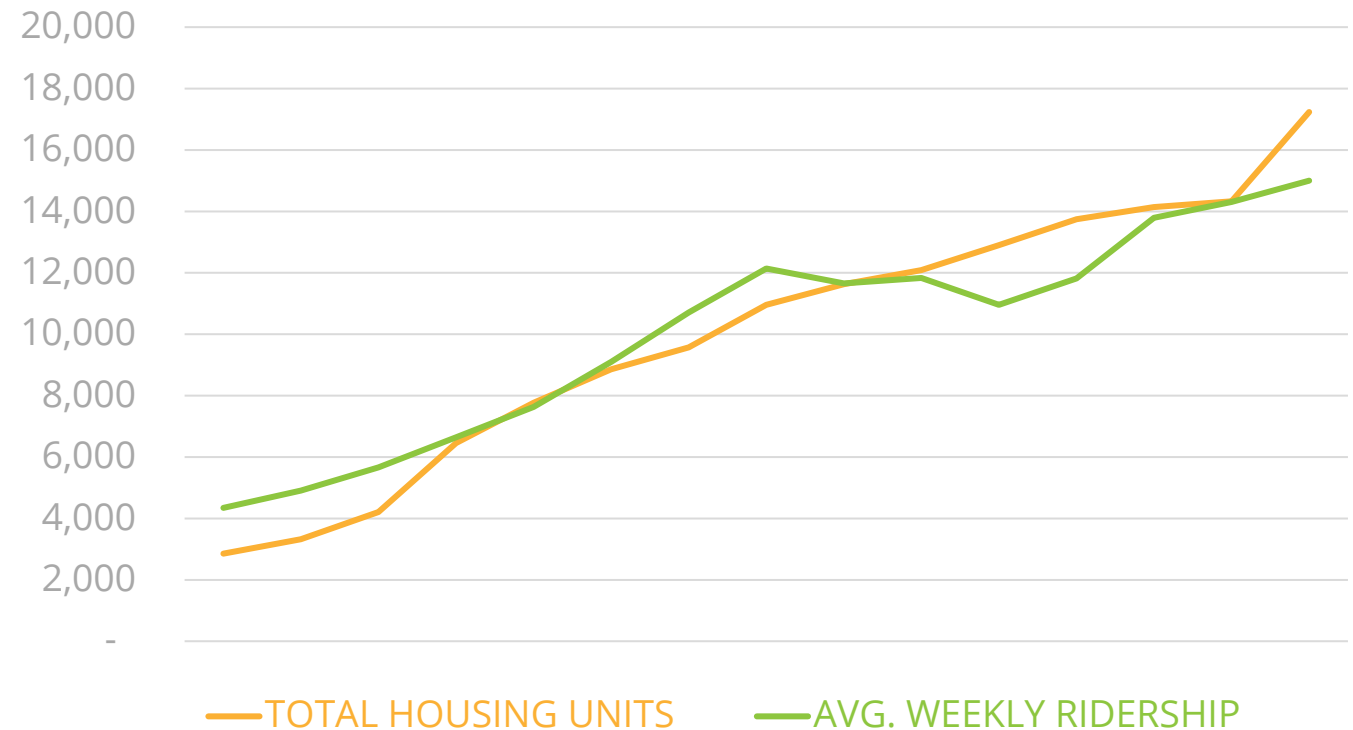
- Three Routes Serving Portland's Central City
- 19 Vehicles and 70 Stations
- 80% of all TriMet frequent service bus & MAX routes connect within ½ mile of streetcar stops.
- 50% of all housing built in the City of Portland since 2001 is within a ¼ mile of a streetcar including ~ 40% of all affordable housing.



Projected Growth Ridership and Housing



Total Number of Housing Units Built Within ¼ Mile of
Portland Streetcar & Average Weekday Ridership



**66% OF
STREETCAR TRIPS
BEGIN AT HOME**



OUR RIDERS

38%

RIDE TO / FROM
WORK OR SCHOOL

29%

IDENTIFY AS A PERSON OF COLOR *

* COMPARED TO 24.7% OF
ALL PORTLANDERS

40%

EARN LESS THAN
\$33,000 A YEAR

76%

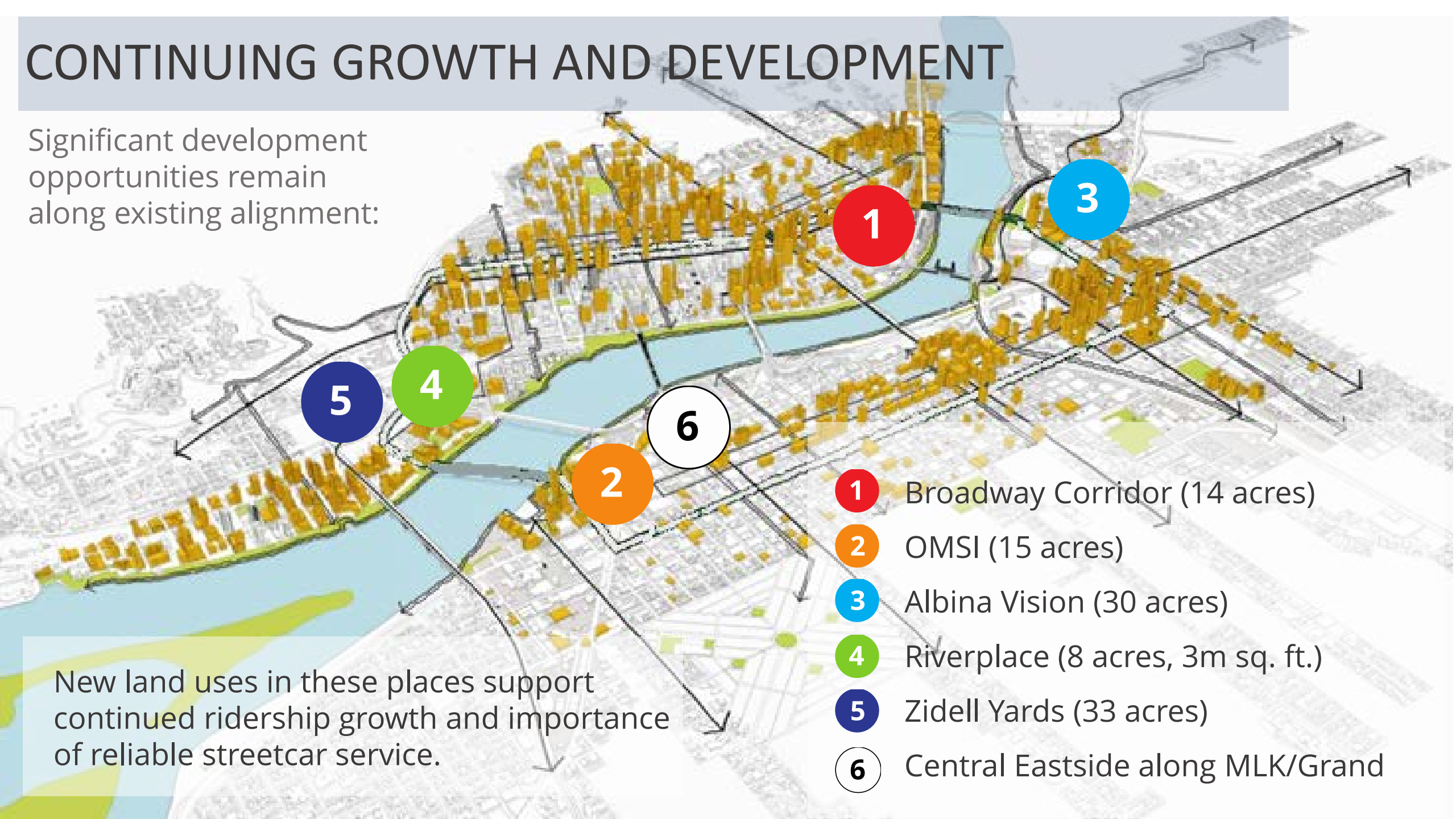
RIDE DAILY



CONTINUING GROWTH AND DEVELOPMENT

Significant development opportunities remain along existing alignment:

New land uses in these places support continued ridership growth and importance of reliable streetcar service.

- 
- 1 Broadway Corridor (14 acres)
 - 2 OMSI (15 acres)
 - 3 Albina Vision (30 acres)
 - 4 Riverplace (8 acres, 3m sq. ft.)
 - 5 Zidell Yards (33 acres)
 - 6 Central Eastside along MLK/Grand

Montgomery Park Oppo



Regional Context – Montgomery Park

Metro HTC Tier One Project

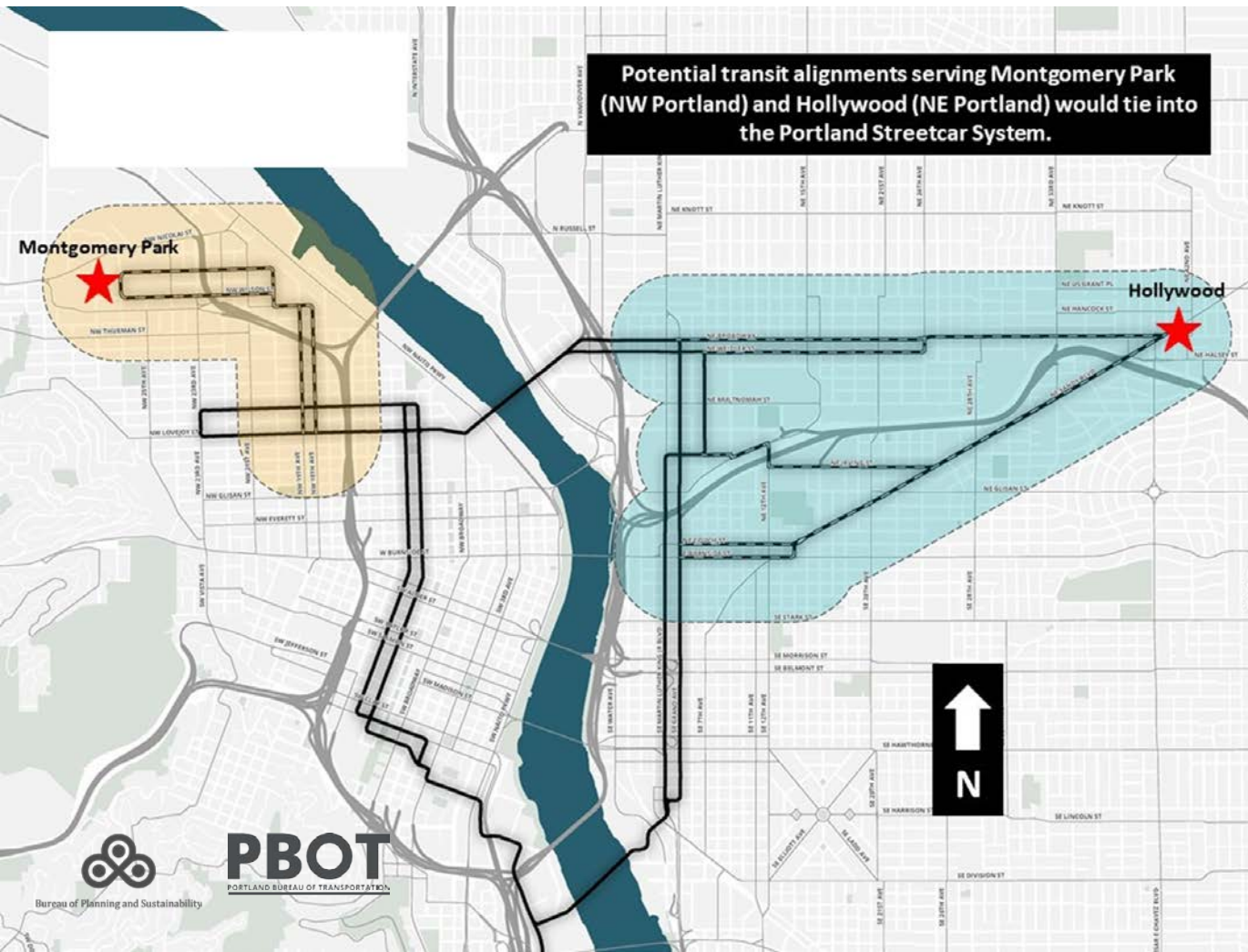


Planning Context

- 1988 Central City Plan
- 1993 Commitment, Permanence, Catalyst Report
- 2003 NW District Plan
- 2009 Streetcar Concept Plan
- 2011 Conway Master Plan
- 2015 PSI Refinement Study
- 2018 TSP, RTP, Comp Plan
- 2023 RTP and HTC Priority Project

Montgomery Park FTA

– TOD Planning Grant



NW Portland

- Evaluate urban design and key development opportunities
- Consider Comprehensive Plan and Zoning changes
- Transportation analysis and plan updates
- Equitable development strategy

NE Portland

- Evaluate urban design and key development opportunities on three alternate alignments
- Identify land use and transportation needs

Montgomery Park to Hollywood Grant

Key Milestones

- ✓ Existing Conditions
- ✓ Community Involvement
- ✓ Urban Design Concept/Scenarios
- ✓ Land Use/Economic Analysis
- ✓ Transportation Plan
- ✓ Equitable Needs Assessment
- ✓ Discussion Draft Plan (12/21)
- Planning Commission Briefing
– prior to August 2023



Montgomery Park to Hollywood Transit and Land Use Development Strategy

Northwest Plan

Volume 1: Summary and Report

December 2021



Bureau of Planning and Sustainability



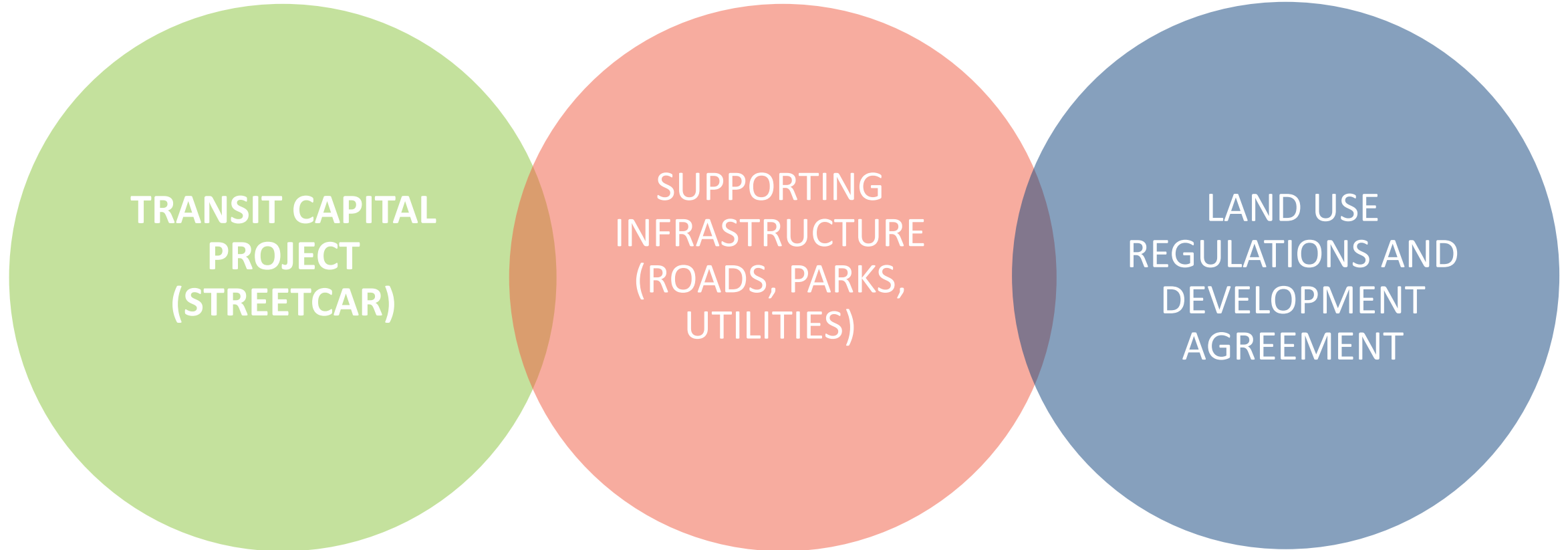
Montgomery Park Project Details

- 1.3 mile (0.65 one-way) extension of Portland Streetcar, **100% off-wire**, minimal operating costs to City and TriMet
- Coordinated **reconstruction of NW 23rd** from Lovejoy to Vaughn
- Rezoning of former ESCO site from Industrial/Employment to Mixed Use
- Zoning Adjustments to Montgomery Park and ESCO sites to leverage existing investment
- **Value capture** through negotiated agreement to ensure public benefits
- Estimated capital cost ~\$80m
- **Metro Travel Demand Model** – Estimated 3,100 boardings/day from 1.3 mile extension





INTERRELATED PROJECT ELEMENTS

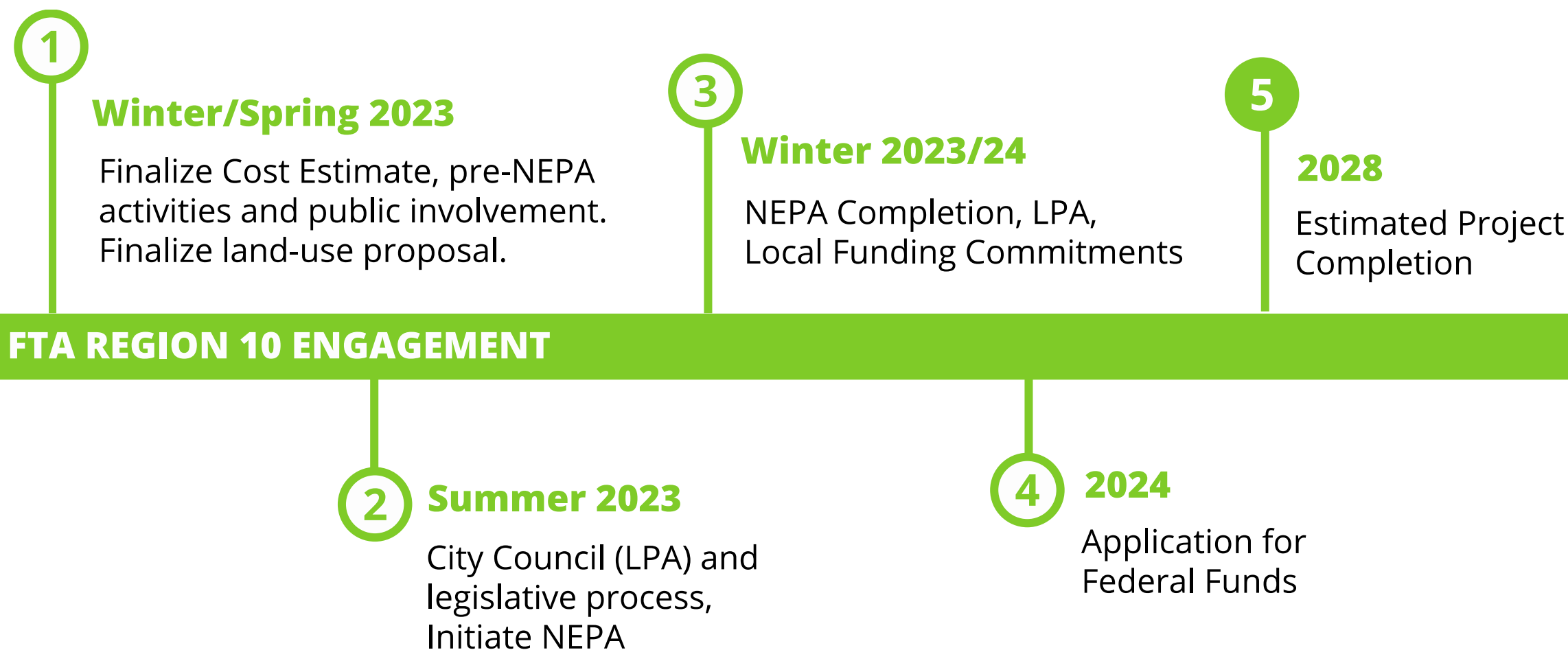


Transit Capital Project led by
PBOT in partnership with
TriMet and PSI

Supporting Infrastructure
includes NW 23rd Ave
reconstruction and new access
to open spaces

Negotiated land use change
may result in over 3,000 new
housing units and 4,000 new
jobs.

Next Steps: Potential Transit Investment



Continuing partnership

