

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: February 28, 2020  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: John Mermin, Senior Transportation Planner  
Subject: Administrative amendment to the 2019-20 Unified Planning Work Program (UPWP)

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## **Background**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

ODOT will be completing a bus on shoulder pilot and feasibility assessment which will begin this fiscal year and thus needs to be included in the 2019-20 UPWP. See attached project narrative. More information is available about this project in the Discussion 2020-21 UPWP Discussion Draft.

## **Next Steps**

Metro staff will forward notice of this amendment to USDOT staff for approval.

Please contact John Mermin, 503-797-1747, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this amendment.

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## ODOT Region 1 Bus-on-Shoulder Pilots and Feasibility Assessment

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**Staff Contact:** Rory Renfro, rory.j.renfro@odot.state.or.us

### Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will include multiple pilot projects to be deployed in 2020, followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT's bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet's forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

### Overall Objectives

- Maximize efficiency of the region's existing transportation system
- Deploy cost-effective practical design tools that can be implemented in a shorter time-frame
- Improve transit speed and reliability
- Improve the dependability and attractiveness of transit, thereby encouraging a greater mode shift to transit
- Leverage recent infrastructure and transit service upgrades deployed throughout the region
- Reinforce ODOT's commitment to testing new transportation tools
- Reinforce ODOT's commitment to working with regional partners toward a balanced transportation system

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

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build over 30 years of traffic management efforts in the region.
- In 2018, ODOT published its second (bi-annual) Traffic Performance Report, providing a detailed summary of recurring congestion locations on the Portland-region freeway system.
- ODOT completed a preliminary, high-level geometric assessment of the urban freeway system to identify potential BOS pilot project opportunities.

### Methodology

- Develop a Concept of Operations for up to three BOS pilot projects, including operating procedures, infrastructure upgrade options and associated costs, anticipated resource (soft cost) needs, pre-/post-pilot evaluation plan, public education strategy, and partner agency engagement plan

FY 2019-20 Unified Planning Work Program

- Coordinate with transit agency partners (e.g., C-Tran, SMART, TriMet) and other jurisdictions to deploy and evaluate the initial BOS pilot projects
- Initiate a more detailed geometric assessment of the Portland-area urban freeway system for BOS opportunities
- Coordinate with transit agency partners to identify future transit services on urban freeways
- Develop a prioritization framework for potential future BOS deployments
- Coordinate with other local and regional agency partners and stakeholders throughout the Feasibility Assessment process.

<b>Major Project Deliverables/ Milestones</b>	
<b>1<sup>st</sup> Quarter</b>	
<b>2<sup>nd</sup> Quarter</b>	
<b>3<sup>rd</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• Concept of Operations for up to three BOS pilot projects</li> </ul>
<b>4<sup>th</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• Develop and implement public education campaign</li> <li>• Pilot project deployment; initiate pre-/post-pilot evaluation</li> </ul>
<b>Ongoing</b>	<ul style="list-style-type: none"> <li>• Coordination with pilot project partners (C-Tran, WSDOT, SMART, TriMet)</li> <li>• All other work to be completed in FY 20-21.</li> </ul>

**Project Lead**

- Oregon Department of Transportation

**Project Partners**

- WSDOT, C-Tran, SMART, TriMet, and other local and regional agencies

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

<b>Requirements:</b>		<b>Resources:</b>	
ODOT Staff	100,000	SPR	100,000
Time			
Consultant	0		
Services			
<b>TOTAL</b>	<b>100,000</b>	<b>TOTAL</b>	<b>100,000</b>

**Full Time Equivalent Staffing:**

Regular Full Time            0.50  
 FTE: