

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, October 1, 2021
Time: 9:30 a.m. to noon
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 349970
Phone: 888-475-4499 (Toll Free)

9:30 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kloster
9:35 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Committee input form on Creating a Safe Space at TPAC (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (John Mermin for Lake McTighe)• UPWP administrative amendment for Tualatin Valley Highway Transit & Development Project (John Mermin)• Climate Friendly Equitable Communities Rulemaking – Oct. update (Kim Ellis)	
9:45 a.m.	Public communications on agenda items	
9:50 a.m.	Consideration of TPAC minutes, Sept. 3, 2021 (<u>action item</u>)	Chair Kloster
9:55 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5205 (<u>action item, Recommendation to IPACT</u>) Purpose: For the purpose of amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to amend or add approximately 13 projects impacting Metro, ODOT, Portland, and THPRD ensuring required Federal approvals and phase obligations can move forward (OCT22-01-OCT)	Ken Lobeck, Metro
10:05 a.m.	2018 Regional Transportation Plan (RTP) I-205 Toll Project (discussion item) Purpose: Introduce requested amendment to add preliminary engineering phase for the I-205 Toll Project ; clarify the financial connection to the I-205 Improvement Project in the 2018 RTP; and share the timeline for public review and input.	Kim Ellis, Metro Mandy Putney, ODOT
10:35 a.m.	2021 Transportation System Management & Operations (TSMO) Strategy (discussion item) Purpose: Share the regional strategy for implementing TSMO, a draft document out for public review and comments. Discuss key updates made that incorporate 2018 Regional Transportation Plan policies leading to 21 proposed actions providing direction for the TSMO Program, TransPort and operator agencies in the region.	Caleb Winter, Metro Scott Turnoy, ODOT Kate Freitag, ODOT Chris Grgich, Fehr & Peers

11:15 a.m.	Metropolitan Transportation Improvement Program (MTIP) Amendment Interstate Bridge Replacement (IBR) project (discussion item) Purpose: Share the intent of ODOT to request an amendment to the Metropolitan Transportation Improvement Program (MTIP) to create a Preliminary Engineering phase and program funding to the Interstate Bridge Replacement project.	Elizabeth Mros-O-Hara, Metro Ray Mabey, ODOT
11:45 a.m.	2024-27 ODOT Administered Funding Program Allocations and Scoping Updates (discussion item)	Chris Ford, ODOT
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
Noon	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2021- 22 TPAC Work Program

As of 9/28/2021

NOTE: Items in *italics* are tentative; **bold** denotes required items

<p><u>October 1, 2021 9:30 am - noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Creating Safe Space at TPAC (Chair Kloster)• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (John Mermin)• UPWP administrative amendment for Tualatin Valley Highway Transit & Development Project (John Mermin)• Climate Friendly Equitable Communities Rulemaking – Oct. update (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 21-5205 Recommendation to JPACT (Lobeck, 10 min)• 2018 RTP I-205 Toll Project (Kim Ellis, Metro/ Mandy Putney, ODOT 30 min)• 2021 TSMO Strategy (Caleb Winter, Metro/ Scott Turnoy & Kate Freitag, ODOT/ Chris Grgich, Fehr & Peers; 40 min)• MTIP Amendment for Interstate Bridge Replacement (IBR) project (Elizabeth Mros-O'Hara, Metro/ Ray Mabey, ODOT, 30 min)• 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>October 20, 2021 – MTAC/TPAC Workshop 9:30 am – noon</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• Regional Freight Delay & Commodities Movement Study (Tim Collins & Chris Lamm, Cambridge Systematics; 25 min)• Regional Mobility Policy Update: case study findings (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson; 20 min)• Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 40 min)• Emerging Transportation Trends (Eliot Rose; 40 min)
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<p><u>November 5, 2021 9:30 am - noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • DLCD Climate Friendly & Equitable Communities rulemaking – Nov. update (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • MTIP Amendment 21-**** Interstate Bridge Replacement (IBR) project <u>Recommendation to JPACT</u> (Mros-O'Hara, Metro/ Ray Mabey, ODOT; 30 min) • TSMO Strategy <u>Recommendation to JPACT</u> (Caleb Winter, Metro/ Kate Freitag, ODOT/ Chris Grgich, Fehr & Peers; 30 min) • Regional Mobility Policy Update; Shaping the recommended Policy & Action Plan (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 40 min) • FFY 2021 Obligation Target performance (Ted Leybold/Ken Lobeck, Metro; 20 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 10, 2021 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • <i>Federal Legislative Session Update (Tyler Frisbee; 30 min)</i> • <i>Hwy 26/Westside Transportation Study (Matt Bihn; 30 min)</i> • <i>Regional Flexible Fund Allocations (RFFA) Update (Dan Kaempff; 30 min)</i>
<p><u>December 3, 2021 9:30 am - noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • DLCD Climate Friendly & Equitable Communities rulemaking – Dec. update (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.) • <i>Regional Mobility Policy update: Shaping the recommended Policy & Action Plan (Kim Ellis, Metro/Lidwien Rahman, ODOT; 30-40 min)</i> • DLCD Climate Friendly & Equitable Communities rulemaking (Kim Ellis, Metro; 20 min) • 2024-27 ODOT Administered Funding-Program Allocations/Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 15, 2021 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • <i>2020 Census Report Update (Chris Johnson, TBD)</i> • Climate Friendly Rulemaking Updates (Bill Holmstrom, Evan Manvel, Kevin Young, DLCD; 45 min)

<p><u>January 7, 2022 9:30 – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Freight Delay and Commodities Movement Study Policy Framework (Tim Collins; 30 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>January 12, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>February 4, 2022 9:30 – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>February 16, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)
<p><u>March 4, 2022 9:30 – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>March 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>April 1, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>May 6, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>May 11, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>June 3, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>July 8, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>August 5, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022 9:30 am – noon</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>October 7, 2022 9:30 am – noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop 10 am – noon</u></p> <p>Agenda Items:</p>
<p><u>November 4, 2022 9:30 am – noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop 10 am – noon</u></p> <p>Agenda Items:</p>
<p><u>December 2, 2022 9:30 am – noon</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop 10 am – noon</u></p> <p>Agenda Items:</p>

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • I-205 Project Update • Update on SW Corridor Transit • Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co) • Columbia Connects Project • Best Practices and Data to Support Natural Resources Protection | <ul style="list-style-type: none"> • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates (Dan Kaempff) • 2021 PILOT Grants Update (Eliot Rose) • Telework affects post COVID on transportation (TriMet/Eliot Rose) |
|--|--|

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 22, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for September 2021

BACKGROUND:

No formal/full amendments or administrative modifications were submitted during September 2021. The beginning of September marks the official beginning of the federal fiscal year (FFY) close-out process. Final project phase obligation approvals occur along with the last federal approval steps for the year. FHWA and FTA use September to close-out the financial status of appropriated federal funds to the states. A key part of this review will be to evaluate how well each state met its obligation targets and expended funds during FFY 2021. As a result of the federal fiscal year close-out process, the ODOT STIP and MTIP stand down. As of October, FHWA will re-open their Financial Management Information System (FMIS) which allows phase obligations to be approved. FTA will commence a similar process allowing FTA based funds to be approved through their Transit Awards Management System (TrAMS). The submission and processing of formal/full amendments and administrative modifications again will commence in October for required changes to FFY 2022 and later.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are accomplished via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: September 23, 2021
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: Monthly fatal crash update for 2021

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Metro develops this updated using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 9/13/21

Fatalities	Name(s), age	Travel mode	County	Date	Fatalities
1	Gene Brendan Carlson, 66	driving	Washington	9/12	1
1	Unidentified	walking	Multnomah	9/11	1
1	Unidentified	driving	Multnomah	9/9	1
1	Illia Kuchke, 34	motorcycling	Multnomah	9/6	1
1	Unidentified	walking	Multnomah	9/4	1
1	Unidentified	walking	Multnomah	9/2	1
2	Knyshya Latreace Wesley, 24 and Gregory James Beuving, 50	driving	Multnomah	8/28	2
1	William Harold Kavanaugh, 65	driving	Clackamas	8/26	1
1	Unknown	motorcycle	Multnomah	8/22	1
1	Charles Engblom, 44	motorcycle	Multnomah	8/19	1
1	Kevin C. Ford, 48	walking	Multnomah	8/10	1
1	Max Denning Chapman, 36	driving	Washington	8/7	1
1	Dustin Armogeda, 33	driving	Multnomah	8/8	1
1	Kyle Neil Hansen, 45	driving	Clackamas	8/6	1
1	Unknown	driving	Multnomah	8/3	1
1	Unknown	driving	Multnomah	7/31	1

Metro Monthly Fatal Crash Update

Fatalities	Name(s), age	Travel mode	County	Date	Fatalities
1	Emilia Barajas, 65	driving	Washington	7/26	1
1	Mark Ray Trice, 43	driving	Washington	7/14	1
1	Michael Bute, 34	walking	Multnomah	7/5	1
1	Unknown	driving	Multnomah	7/5	1
1	Unknown	motorcycling	Clackamas	7/4	1
1	Michael L. Bute, 34	walking	Multnomah	7/5	1
1	Joseph Teach, 47	motorcycling	Multnomah	7/2	1
1	Michael Gazley-Romney, 31	motorcycling	Multnomah	7/1	1
1	Unknown	motorcycling	Clackamas	6/30	1
1	Delbert Downing, 51	driving	Multnomah	6/30	1
1	Edward Dean Anderson Jr., 42	driving	Clackamas	6/28	1
1	Jeremy Hudson, 46	driving	Multnomah	6/27	1
1	Kyle Joseph Kinkaid, 34	motorcycling	Washington	6/21	1
1	unknown woman	walking	Multnomah	6/14	1
1	Joshua James Bologna, 34	motorcycling	Washington	6/13	1
1	Paul David Matthews, 63	driving	Multnomah	6/2	1
3	Unknown (triple)	driving	Clackamas	5/30	3
1	Sergio Hunt, 17	walking	Multnomah	5/23	1
1	Carl Vernon Holmes, 84	driving	Multnomah	5/19	1
1	Jose Luis Mendez, 51	walking	Washington	5/12	1
1	Janell Rene Butler, 46	driving	Washington	5/11	1
1	Martin Ixquiactap-Tambriz, 41	walking	Washington	5/10	1
1	Megann McComb, 32	scootering	Multnomah	5/8	1
1	David Dentler, 25	driving	Multnomah	5/6	1
1	Jamie Pallviny-Brown, 43	driving	Multnomah	4/29	1
1	Anthony L. Tolliver, 30	walking	Multnomah	4/24	1
2	Stephanie Chambers, 52, Blaise McGuire, 21	driving	Clackamas	4/21	2

Metro Monthly Fatal Crash Update

Fatalities	Name(s), age	Travel mode	County	Date	Fatalities
1	Joe Tavera, 23	Driving	Washington	4/20	1
1	Eddy M. Kolb, 23	motorcycling	Multnomah	4/19	1
2	Yotty, 57 and Thomas, 58	driving	Multnomah	4/17	2
1	Josue Sanabria, 21	Driving	Washington	4/17	1
1	Oliver Sevin Frazier-Savoy, 24	Walking	Washington	4/15	1
1	Thomas Barron,33	driving	Multnomah	4/15	1
1	Faustino Jurado, 47	walking	Multnomah	4/11	1
1	Stephen Kelsey Looser, 66	walking	Clackamas	4/10	1
1	Gabriel Cook, 46	motorcycling	Clackamas	4/4	1
1	Richard LeRoy Russell, 84	driving	Clackamas	4/1	1
1	Kfir Hen, 47	motorcycling	Multnomah		3/31
2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	Multnomah	3/25	2
1	Galdino Salazar Jr.,36	driving	Clackamas	3/7	1
2	Morise Messiah Smith, 21, and Cecilia R. Hao, 70	driving	Multnomah	3/8	2
1	Baylei Mead, 9	walking	Multnomah	3/6	1
1	Brian Joel Neeley, 61	walking	Clackamas	2/6	1
1	Jose Ignacio Contreras, 22	driving	Multnomah	2/28	1
1	Donald Ray Harvey, 86	walking	Washington	2/20	1
1	Antonio Lopez-Amaro, 57	driving		2/14	1
1	Kenna Danielle Butchek, 35	driving	Multnomah	2/7	1
1	Mark Douglas Rosling II, 40	driving	Multnomah	2/7	1
1	Joshua Stanley, 34	walking	Multnomah	2/6	1
1	Karen McClure, 60	walking	Multnomah	2/6	1
1	Jerry Ray Jeffries, 73	driving	Washington	2/3	1
1	Grant Fisher, 23	driving	Clackamas	1/29	1
1	Mark Lester Auclair, 64	driving	Multnomah	1/28	1
1	Charles Patton, 43	driving	Multnomah	1/28	1

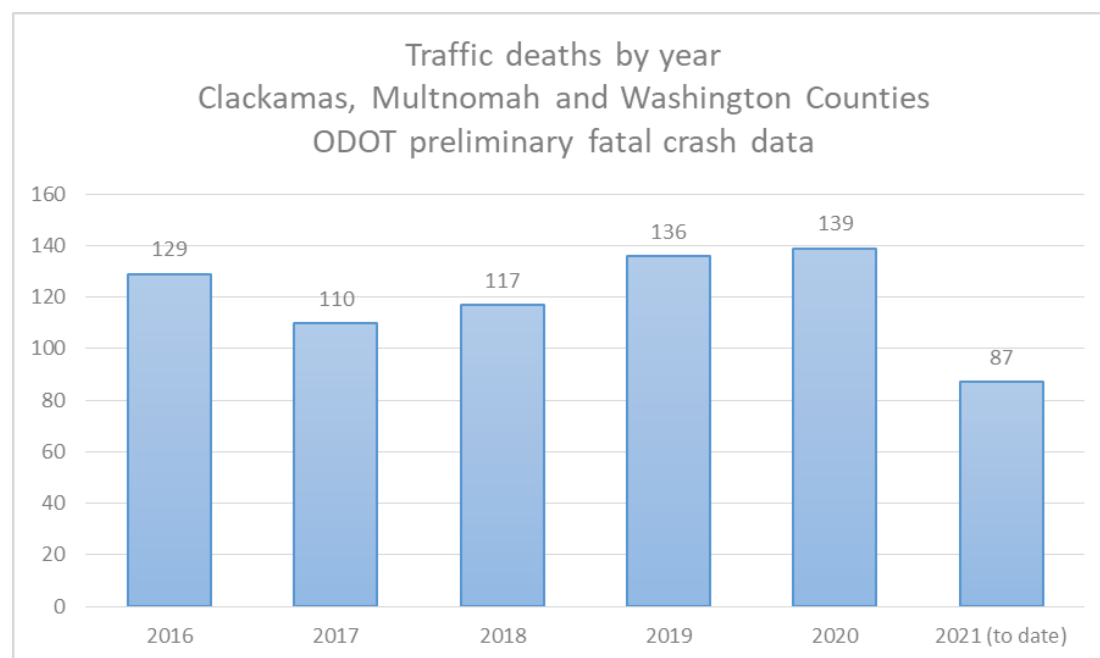
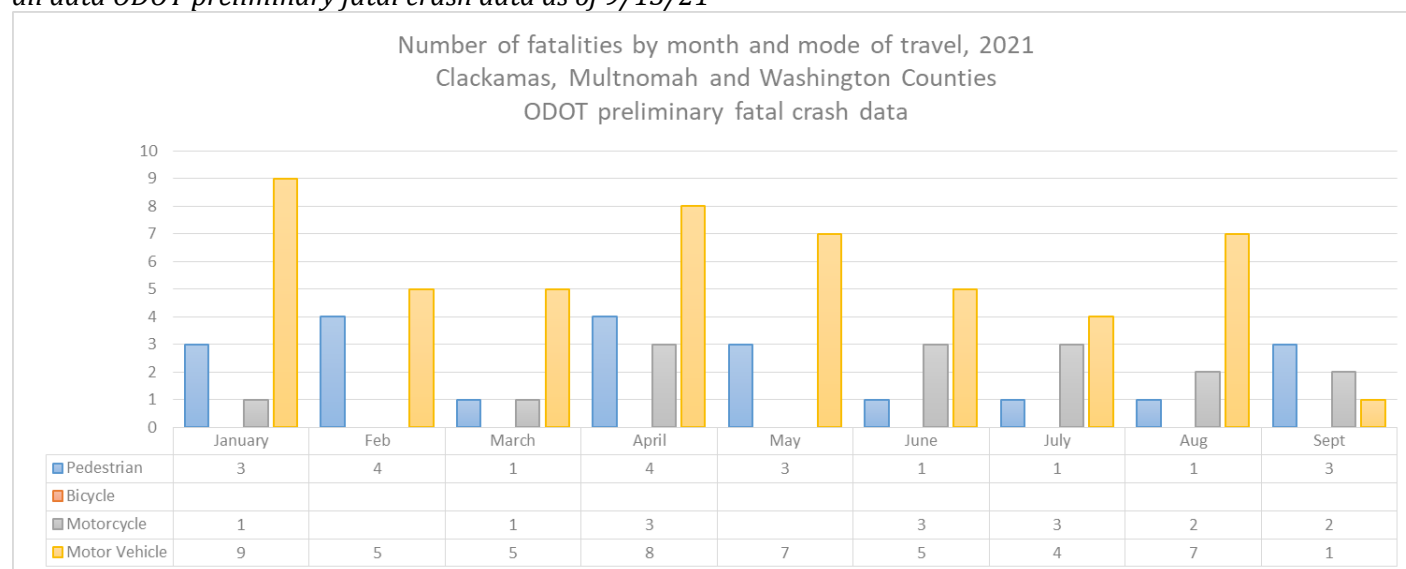
Metro Monthly Fatal Crash Update

Fatalities	Name(s), age	Travel mode	County	Date	Fatalities
1	Gabriel Castro, 29	driving	Washington	1/28	1
1	Veronica Lynn Zearing, 52	driving	Clackamas	1/25	1
1	Jean Gerich, 77	walking	Multnomah	1/25	1

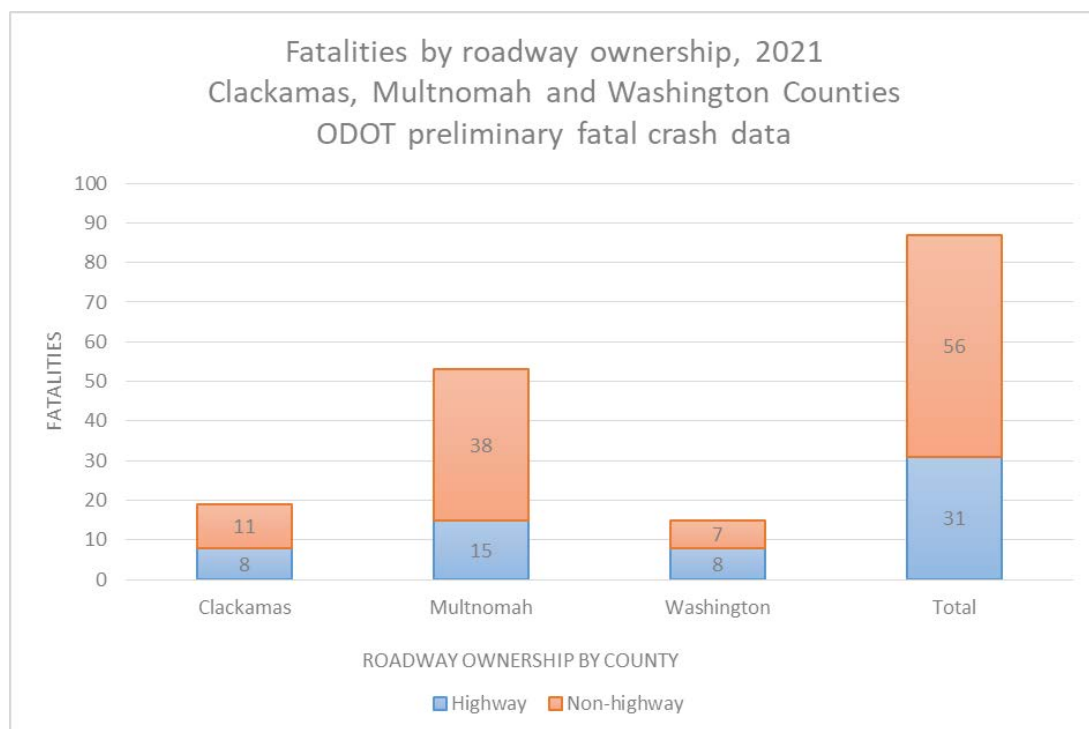
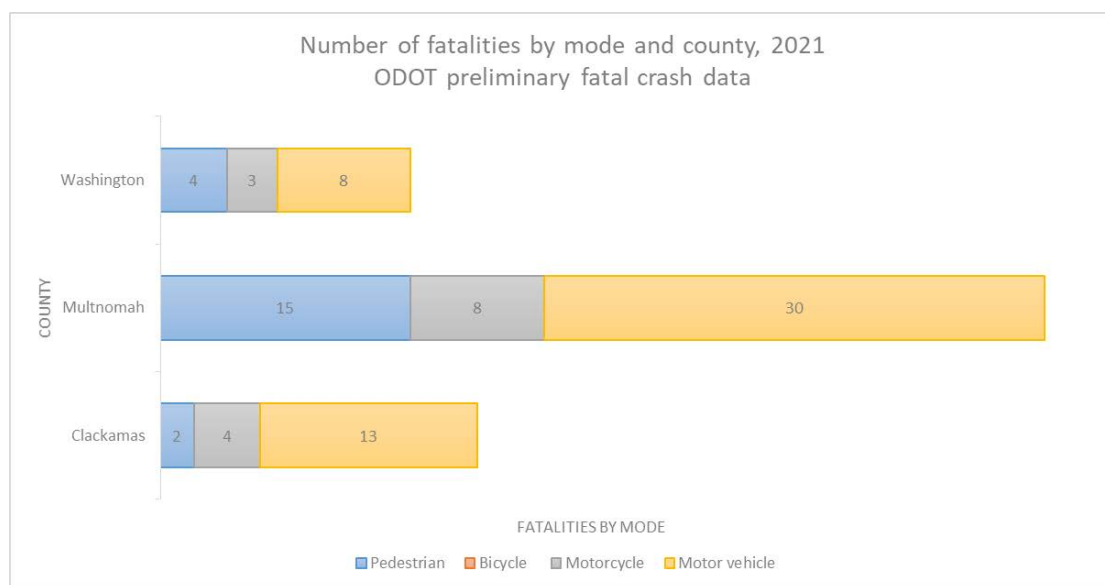
ODOT Preliminary fatal crash data; information is preliminary and subject to change

2021 preliminary fatalities

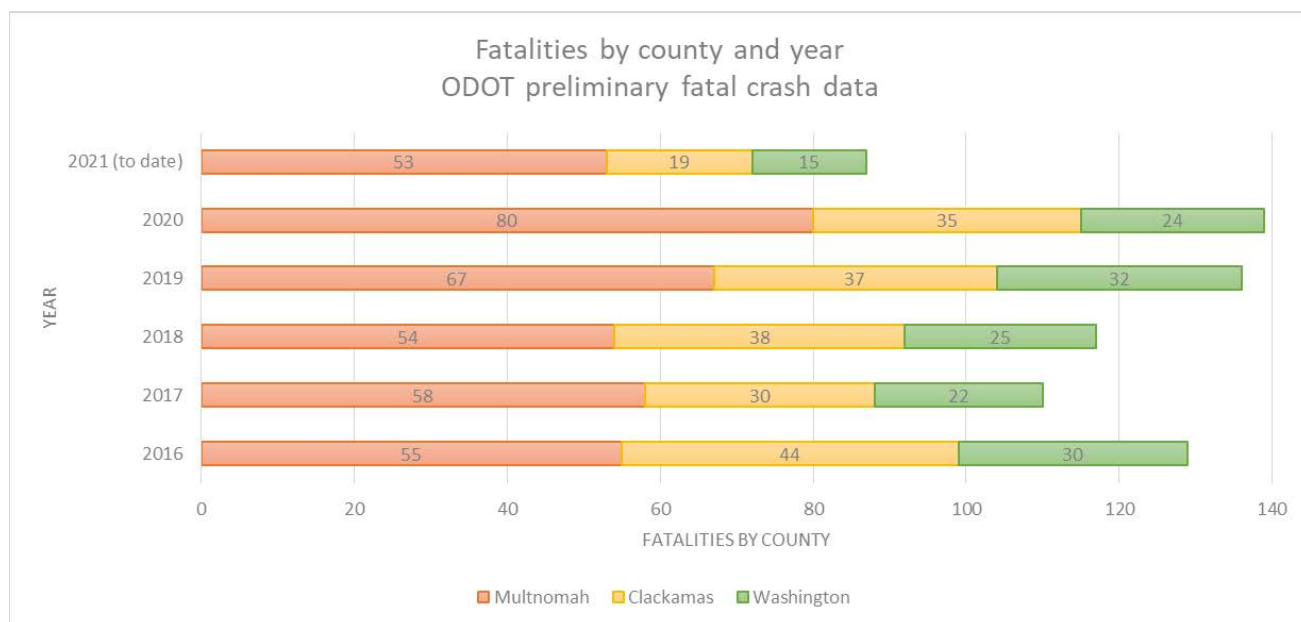
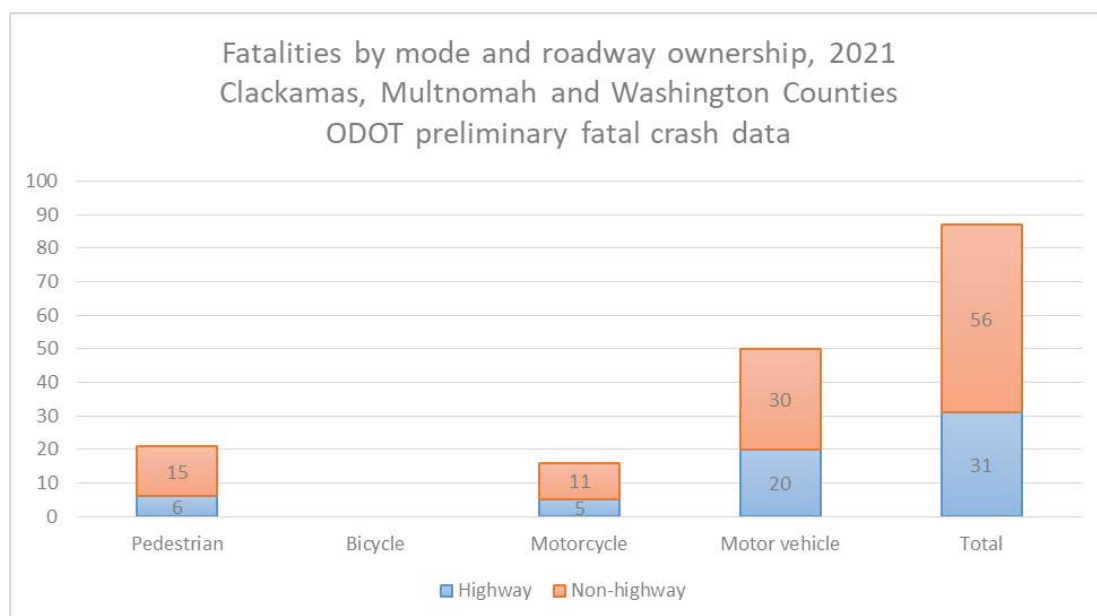
all data ODOT preliminary fatal crash data as of 9/13/21



Metro Monthly Fatal Crash Update



Metro Monthly Fatal Crash Update



Sept. 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Gene Brendan Carlson, 66, driving, Washington, 9/12

Unidentified, walking, Multnomah, 9/11

Unidentified, motorcycling, Multnomah, 9/9

Illia Kuchke, 34, motorcycling, Multnomah, 9/6

Unidentified, walking, Multnomah, 9/4

Unidentified, walking, Multnomah, 9/2



**ODOT preliminary fatal crash report and news reports, as of 9/13/21*



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 24, 2021
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendment to the 2021-22 Unified Planning Work Program (UPWP)

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.

See attached project narrative which describes (in tracked changes) minor changes to the budget, a change in project manager and a slight re-ordering of deliverables for the TV Highway Development & Transit Project.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval. An updated UPWP document reflecting these changes will be posted on metro's website at the end of the calendar year.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

Tualatin Valley Highway Transit and Development Project

~~Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov~~ **Staff Contact:** Eryn Deeming Kehe, eryn.kehe@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

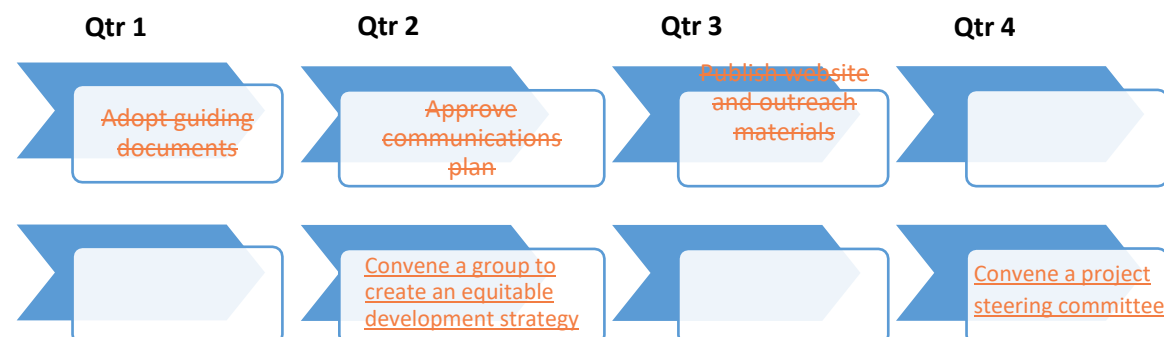
This is a new program commencing in the ~~second half of~~ fiscal year ~~2020-21~~2021-22. The project's first major task in fiscal year ~~2020-21 was~~2021-22 is to ~~establish~~convene a group to create an equitable development strategy (EDS). ~~This group is responsible for developing a strategy with community. The next task is to seat~~ a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible ~~for developing an equitable development strategy (EDS)~~ and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:

Personnel Services	\$ 423,719 <u>489,134</u>
Materials & Services	\$ 392,967 <u>332,225</u>
Interfund Transfer	\$ 31,803
TOTAL	\$ 848,489 <u>853,162</u>

Resources:

FTA Grant	\$ 434,727 <u>425,000</u>
FTA Grant Match (Metro)	\$ 49,756 <u>47,225</u>
STBG	\$ 326,622
STBG Match (Metro)	\$ 37,383 <u>345,459</u> <u>35,479 (10.27%)</u>
TOTAL	\$ 848,489 <u>853,162</u>

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, September 3, 2021 | 9:30 a.m. to 12:00 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Jeff Owen
Chris Ford
Laurie Lebowsky
Karen Williams
Jessica Stetson
Idris Ibrahim
Rachael Tupica
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Oregon Department of Environmental Quality
Community Representative
Community Representative
Federal Highway Administration (FHWA)
City of Vancouver

Alternates Attending

Erin Wardell
Jaimie Lorenzini
Julia Hajduk
Glen Bolen

Affiliate

Washington County
City of Happy Valley and Cities of Clackamas County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation

Members Excused

Chris Deffebach
Don Odermott
Lewis Lem
Wilson Munoz
Yousif Ibrahim
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
City of Hillsboro and Cities of Washington County
Port of Portland
Community Representative
Community Representative
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley
Isabella Garcia
Will Farley

Affiliate

Portland Mercury
City of Lake Oswego

Garet Prior
Adela Mu
Josh Channell
Sarah Iannorone
Steve Koper
Della Mosier
Mandy Putney
Jean Senechal Biggs
Bob Kellett
Anvitha Mahankali
Bhavika Buddi
Chris Smith
Zach Lindahl
Jon Makler
Unidentified phone listener

Oregon Department of Transportation
WSP
WSP
The Street Trust
City of Tualatin
Oregon Department of Transportation
Oregon Department of Transportation
City of Beaverton
Portland Bureau of Transportation
Jesuit High School
Westview High School

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Eliot Rose, Sr. Tech & Transportation Planner	Maribeth Todd, Sr. Research & Modeler
Cindy Pederson, Research Center Manager	Chris Johnson, Research Center Manager
Grady Wheeler, Sr. Internal Comm. Coordinator	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chairman Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum of members present was declared. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all)
Jeff Owen announced that he was leaving TriMet at the beginning of October and would be transitioning into his new position at HDR starting in November. Appreciation for his service on TPAC was noted by staff and committee members. On Sept. 5 TriMet will update their fall service adjustments. Full list linked here: <https://news.trimet.org/2021/08/moving-riders-faster-steers-trimets-package-of-fall-service-improvements/> It was noted that while rider distance space requirements on buses and trains have been lifted, masks are still required, following best guidance and rules.

Chris Ford announced that Jon Makler had resigned from ODOT. Glen Bolen will be serving as Interim in his position.

Jessica Stetson noted the community feedback from the City of Milwaukie on bike lane improvements that have increased safety, especially for school students this fall. A huge thank you to all those that contributed to these efforts.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chairman Kloster referred to the memo submitted by Ken Lobeck in the packet on the monthly submitted MTIP formal amendment and administrative modification project lists during July and August 2021 timeframe. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted the memo in the meeting packet, which provides an update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year, already out of date. In August as of the 31st, 10 people have been reported killed in traffic crashes in the three counties. In 2021 in the three counties, 82 people have been killed, an average of 10 people a month, 1 person every 3 days. Many more have been seriously injured.

Jeff Owen noted the charts with yearly fatalities. Would there be information on number of fatalities per year going forward, and would this mean an increasing uptake on numbers or reduction? Ms. McTighe noted the fatal crashes numbers are trending upward, more steeply currently. This would be discussed at JPACT in her progress report with discussion on what more could be done. For any questions on the information you may contact Ms. McTighe directly.

- **DLCD Climate Friendly and Equitable Communities rulemaking** (Kim Ellis) Ms. Ellis noted the handout in the packet on Climate-Friendly and Equitable Communities Rulemaking produced by DLCD. Meetings at the state level are being held on climate change following the Governor's Executive Order which will have impacts on amending the transportation plan rule and possible changes to local comprehensive land use and transportation plans. The draft rules were released last month, and while Metro may be largely unchanged following two decades of work on these issues, application of new draft rules may be adopted.

On September 15 an advance rule making draft will be discussed at a meeting. Details of this can be found from their website: <https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx> Additional parts of the draft rules will come in October with community meetings. It was mentioned that Oct. 28 the Portland area would be highlighted with information on how to connect online from the above web link. DLCD plans to have final draft rules by the end of the year.

Comments from the committee:

- Erin Wardell underscored the surprise on the draft rules that since prior to the 7th meeting of the rulemaking committee only high level focus was presented and no specific reviews of the rules were made. These were previously framed as little applying to Metro as climate change work for implementation of the 2040 plans were already done. Jurisdictions are now reviewing how these rules would be applied and it is expected the Sept. meeting will be more informational.
- Karen Buehrig agreed on having local jurisdictions understand the implications with changes. It was suggested that meeting with partners and jurisdictions about specifics to the region be done prior to the Oct. 28 meeting that DLCD is facilitating for more understanding of these

rules. Ms. Ellis noted that Margi Bradway was scheduling just such a meeting and notice of this would be sent soon.

- Eric Hesse suggested discussion on this at the Oct. 20 MTAC/TPAC workshop due to the strong interest from the committees, if time allowed. The City of Portland sees opportunities in the rulemaking discussions and noted possible benefits to partners to find leverage points. Ms. Ellis noted the workshop agenda may be full but would be reviewed.
- **Regional Mobility Policy update schedule** (Kim Ellis) Ms. Ellis noted a handout that would be provided to the committee following the meeting with updates to the Regional Mobility Policy update schedule, project timeline and Fall 2021 engagement schedule. The case study work has started and will be reported with initial findings at the Oct. 20 workshop. The project timeline has been extended to June 2022 in order to address issues and more complete planning and adoption in the next RTP.
- **RFFA work group update** (Ted Leybold) On behalf of Dan Kaempff, Mr. Leybold announced the creation of a work group to help refine RFFA Step 2 performance measures used in the outcomes evaluation of the projects coming in by the beginning of next year. Performance measures will reflect the RFFA criteria as adopted by JPACT and Council as well as criteria adopted for the Trails funding portion of the 2019 Parks & Nature ballot measure approved by voters.

The first of three work group meetings scheduled is Sept. 13, with Sept. 30 and Oct. 25 yet to be confirmed. This work group is comprised of a mix of community members, TPAC representatives and other jurisdictional staff. Eric Hesse asked if the time of the Sept. 13 meeting was set and list of members identified. Mr. Leybold posted this information in the chat area:

First Performance evaluation methods for Regional Flexible Fund allocation candidate projects and the coordinated Metro Parks trail funding allocation candidate projects will be September 13th from 2 pm - 4 pm.

Invited work group members are: Dyami Valentine; Washington Co., Dayna Webb; Oregon City, Heather Koch; North Clackamas Parks Dist., Eric Hesse; Portland Bureau of Transportation, Tate White; Portland Parks, Hau Hagedorn; Portland State University, Jamie Snook; TriMet, Glen Bolen; Oregon DOT, Ted Labbe; Urban Green Spaces, Andre Lightsey-Walker; The Street Trust, Ashton Simpson; Oregon Walks, William Francis; Community Cycling Center.

Public Communications on Agenda Items - none

Consideration of TPAC Minutes from July 9, 2021

MOTION: To approve minutes from July 9, 2021

Moved: Jeff Owen

Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions. Note: Jeff Owen noted that with clarification asked about the Division Transit Project at the July 9 meeting, extra funding from the American Rescue Plan was added to the Red Line Project as part of the grant award.

Household Travel Survey Update (Chris Johnson, Metro) A presentation on the Oregon Travel and Activity Survey was given by Chris Johnson. A brief introduction on the survey basics and background included household recruitments, demographic data, daily travel diaries, and collaborative approach. The project goal in this statewide effort is for 27,700 household participants that come from Oregon's

MPOs and Clark County, Washington. 4,500 are planned for surveys in the Metro region. Funding for the project is shared by all MPOs and all regions of ODOT.

Mr. Johnson chairs the Travel Survey Subcommittee charged with gathering information, experiences, and lessons learned from national peers, and working collaboratively to prepare for the next Oregon Household Activity Survey. The Subcommittee representatives include MPOs, ODOT, OHA, OHCS, TriMet, FHWA and academics.

The project phases and timeline were discussed. The scoping and design phase is summer 2021 – summer 2022, with the implementation phase fall 2022 – spring 2024. Potential scoping topics:

- Outreach
- Contingencies
- Privacy
- Frequency
- Big Data
- Special Markets
- Oversampling
- Under Reporting
- Incentives
- Recruitment
- Fatigue
- E-Commerce
- Non-Motorized
- Passive Data
- Cross-Sectional
- Continuous
- Weekend Travel
- Long Distance Trips
- Emerging Modes

Scoping, design and implementation deliverables include a detailed work plan, state of the practice, partner agency work sessions, sampling/recruitment approach, weighting/stratification/sample size recommendations, instrument testing and outreach. Chairman Kloster added this survey work would be the data basis for the RTP update model and next MTIP cycle. Committee workshops and meetings are planned with member participation.

Comments from the committee:

- Eric Hesse acknowledged the challenge with the budget and gathering relevant data. It was suggested to think about working collectively for wise investments regionally to understand demographics and needs around the state. The City of Portland offers collaboration efforts for possible leveraging funds and scope of work to add value with this project.
- Erin Wardell will be interested in the planned approach to equity and including historically excluded community members in the project. It was noted design survey instruments have evolved over time. It was agreed of the challenge with the tradeoff between more frequent surveys and ability to have deeper approaches with larger sample sizes. It was suggested to include more CPOs and community groups to help with the pilot program.

Carbon Emission Reduction Project (Bhavika Buddi, Westview High School & Anvitha Mahankali, Jesuit High School) Eliot Rose provided introductions of presenters. Bhavika Buddi, a student from Westview High School, and Anvitha Mahankali, from Jesuit High School, are going to present on an idea that they have developed called Last Green Mile Delivery. This is a neighborhood-level system that would allow delivery vehicles to drop off packages at a central point, from which neighbors would deliver those packages to people's homes in the area. The goal is to reduce greenhouse gas emissions and local air pollution by shifting last-mile truck trips to bikes and other zero-emission vehicles. Bhavika and Anvitha recently won 2nd place in the KATU Innovation Challenge, which focuses on finding new solutions to combat global warming and make the planet greener, and they are looking for feedback on their idea and thoughts on how they could implement it from TPAC following their presentation.

The problem statement of climate change was addressed as human activities increasing **GHG emissions** and **global warming**, carbon emissions contributing to **global warming** and **severe weather events** and directly affecting **humans** and the **environment**. 28.2% of greenhouse gas emissions in the US come from transportation. The last mile of delivery service is expensive and inefficient.

The proposed solution is a localized delivery system for emission reduction called Last Green Mile Delivery (LGMD), proposed to be funded by delivery companies and cities. Solution details include various zero-emissions vehicles (ZEVs), people in the neighborhood looking for part time work (last milers), and security measures.

Using the greenhouse gas emissions calculation shown, given a sample neighborhood of 700 to 750 houses, the environmental impact shows 54.6% reduction in truck miles with 0.146 metric tons of GHG reduced per year. 0.146 Metric tons of GHG is the equivalent to 0.338 barrels of oil consumed, 16.4 gallons of gasoline consumed, 161 pounds of coal burned, or 367 miles driven by an average passenger vehicle. Community impact benefit could come with 2-10 jobs added and increasing equity in the neighborhood work community. A cost analysis was estimated for \$32,191 first year total.

The criteria for an ideal neighborhood with this project included:

- Suburban neighborhood
- Land for drop-off center (parks or clubhouses)
- Community willing to sign up for LGMD and work as last milers
- Traffic congestion issues addressed

Next steps in the project is collaboration with delivery services, curbside pickup with local stores, various ZEVs, and neighborhood greenways.

Comments from the committee:

- Eric Hesse congratulated the students on the excellent presentation. It was noted there are similar plans with the City of Portland covering these issues and opportunities to share information was offered. Asked if urban areas of the city were not included in the project focus rather than suburban, Ms. Buddi reported city housing was close together for less effect with delivery changes, and apartment housing did not provide the delivery opportunities.
- Karen Buehrig appreciated the presentation, reminded of the paper route deliveries with similar formats. Working with different delivery companies would be an important step in the process, but more likely city planning rather than Counties. Noting industrial areas in Clackamas County with warehousing of goods, perhaps a similar centralized location to build on deliveries from these locations could be considered.

- Erin Wardell appreciated the presentation and offered to discuss further. The related measurements provided back to miles driven or gas put in the car were good points since most individuals find it hard to conceptualize. It was suggested to convert the metric numbers in the presentation. Asked what next steps are planned, Ms. Mahankali reported they hope to expand the solution and try to implement in neighborhoods following city presentations.
- Chair Kloster asked if delivery companies as stakeholders in the project have been contacted. Ms. Buddi reported they have not responded yet but would continue to be contacted. More connections with the companies and cities is planned. It was suggested to contact Tim Collins at Metro with contact help via the Freight Committee. Another suggestion is all electric route.
- Jeff Owen appreciated the presentation and noted that any time ways to reduce local trips taken provides great value in the region with reducing GHG.

Oregon Toll Program Update (Garet Prior, ODOT/ Mandy Putney, ODOT/ Josh Channell, WSP) Garet Prior led off the presentation on the Oregon Toll Program. These projects are under the direction of ODOT's Urban Mobility Office. A map showing the core project sections, the Regional Mobility Pricing Project, and the I-205 Toll Project was shown. Oregon legislation this year (HB 3055) provides financial flexibility for ODOT to deliver core projects, to develop an equitable, income-based toll rate report by September 2022, and public transit not included in tolls.

The Oregon Toll Program goal is to have toll rates that balance managing congestion and generating revenue. Key term that were noted; Toll and tolling are general terms. A fee on drivers, which can be charged for a segment of the road or access to an area (bridge). Congestion pricing is a type of tolling. A type of tolling that charges a higher price during peak traffic periods to manage congestion.

Top questions on the toll program were answered. How it will work is by all electric tolling methods; no stopping on roads. How much it will cost is knowing how much the tolls are before getting on roads and variable rates with set schedules for peak/off peak hours. Tolls will pay for core improvement projects, transit and multimodal transportation options, neighborhood health and safety, and affordable options for people experiencing low income. The I-205 project, Regional Mobility Pricing Project, equity strategies and public input timelines with the program were shared.

The Oregon Transportation Commission has prioritized equity and mobility to these projects. These investments will be shown through strategies, policies and performance measures. The Equity and Mobility Advisory Committee (EMAC) draft recommendation to OTC will be presented in Nov. 2021. Congestion pricing coordination with agency partners was given credit on the project. These projects will result in policy development with the RTP and Oregon Transportation & Highway Plan updates.

Josh Channell presented information on the Regional Mobility Pricing Project, shown on the map as two projects involving 55 miles of interstate between I-5 and I-205. Project requirements include **Minimum average operating speed of 45 miles per hour** during morning or evening weekday peak hour periods, and **Variable toll rate schedule** for the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP) authority. The process timeline with purpose and need statements was proposed to end in March 2022 with NEPA statement

and alternatives. Further discussion will be held at TPAC and JPACT on the Regional Mobility Pricing Project's Purpose and Need Statement, alternative(s), and performance measures.

Mandy Putney provided information on the I-205 project. Analysis of the impacts and project investments (mitigation) and how the public would be engaged was shown. Phases of the project were shown with design and construction timelines. The updated approach for the I-205 Toll Project with descriptions was presented:

- **Purpose and Need Statement updated** to link financial connection of projects
- **Analyze Alternative 3** – toll points at Abernethy and Tualatin Bridges (Alternative 4 to be analyzed in Regional Mobility Pricing Project)
- **Analyze No Build** – Abernethy Bridge constructed; third lane is not constructed until toll project approval

The I-205 Toll Project Environmental Assessment schedule was presented. It was noted that amendments to the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Plan (MTIP) to connect the I-205 Toll Project with the I-205 Improvements Project would be coming to TPAC this fall.

Comments from the committee:

- Eric Hesse appreciated the presentation with the suite of projects. Noting the code posted in the chat area
https://www.law.cornell.edu/definitions/uscode.php?width=840&height=800&iframe=true&def_id=23-USC-1702139539-218530340&term_occur=999&term_src=title:23:chapter:1:section:166 on speed, it was asked if the 45 mph listed in the presentation for toll sections was aspirational or built into the tolling program requirements? Mr. Channell reported this was a standard used on management projects around the country, and if adopted in the Metro region, we'd be the first in the nation to manage lanes this way.
- Karen Buehrig thanked everyone for their teamwork and putting together a well-understandable presentation. She will continue to advocate coordination with the projects and looks forward to the RTP amendments this fall.

Noting the coordination of projects with diversion as part of the goals, if understanding correctly, it was asked to clarify where the community conversations would be in the timeline. Ms. Putney agreed that additional diversion conversations about I-205 will take place this fall into spring 2022. ODOT will be looking at possible future scenarios and forecasts due to changes in congestion and diversion with the projects.

- Karen Williams addressed the 3rd discussion question posted: What will TPACT and JPACT want to know about our upcoming amendment request to link the I-205 Improvement and I-205 Toll Project? She would find it helpful to have as much information possible on air quality impact with different scenarios. And the assumptions that underlie the modeling inputs and decisions as work is done. Mr. Prior agreed this information can be presented, both as part of the performance measures and improvement projects proposed with modeling done.
- Eric Hesse added to discussion question 3: it was suggested that as these projects are presented to JPACT, provide clarity and understanding of the funding decisions to the projects. Project revenues as the projects are developed would also be helpful to be presented.

2024-27 ODOT Administered Funding Program Allocations and Scoping Updates (Chris Ford, ODOT) a brief update was provided by Mr. Ford on the 2024-27 ODOT administered funding program allocations that TPAC will hear more about this fall. The link to the Region 1 Statewide Transportation Improvement Program (STIP) was provided: <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx> On these pages information on funding categories and programs. A new program was announced; Ped Bike Strategic Program (PBS) which is a statewide program beginning this fall. An open house is planned Oct. 4 for Region 1 ACT where more information will be available.

Committee comments on creating a safe space at TPAC (Chairman Kloster) Following the meeting committee comments were posted:

People promoted to 'panelist' at TPAC should be members or alternates, or presenters.

Ensuring that materials are sent out in advance in the packet is important to ensuring that community members are able to familiarize themselves with the material and be able to participate in technical conversations. It would likely benefit all members.

Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 pm.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 3, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/3/2021	9/3/2021 TPAC Agenda	090321T-01
2	TPAC Work Program	8/27/2021	TPAC Work Program as of 8/27/2021	090321T-02
3	Memo	8/20/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	090321T-03
4	Memo	8/24/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021	090321T-04
5	Handout	N/A	Climate-Friendly and Equitable Communities Rulemaking	090321T-05
6	Draft Minutes	7/9/2021	Draft TPAC minutes from July 9, 2021	090321T-06
7	Handout	N/A	Oregon Toll Program Timeline	090321T-07
8	Handout	N/A	Oregon Toll Program: Equity and Mobility Documents	090321T-08
9	Handout	8/16/2021	Regional Mobility Pricing Project: Draft Purpose and Need Statement	090321T-09
10	Handout	8/18/2021	I-205 Toll Project: PURPOSE AND NEED STATEMENT	090321T-10
11	Memo	7/26/2021	Decisions Advanced from Value Pricing Feasibility Analysis	090321T-11
12	Fact Sheet	Fall 2021	Regional Mobility Pricing Project: Fact Sheet	090321T-12
13	Slide	9/3/2021	August 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	090321T-13
14	Handout	9/21/2021	REGIONAL MOBILITY POLICY UPDATE UPDATED PROJECT TIMELINE AND FALL 2021 ENGAGEMENT SCHEDULE	090321T-14
15	Presentation	9/3/2021	Oregon Household Travel Survey Update	090321T-15
16	Presentation	9/3/2021	Carbon Emission Reduction Project	090321T-16
17	Presentation	9/3/2021	Oregon Toll Program	090321T-17

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
18	Handout	9/3/2021	Website links shared at TPAC, Sept. 3, 2021	090321T-18

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-)	RESOLUTION NO. 21-5205
26 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO AMEND)	Introduced by: Chief Operating Officer
OR ADD APPROXIMATELY 13 PROJECTS)	Andrew Scott in concurrence with
IMPACTING METRO, ODOT, PORTLAND, AND)	Council President Lynn Peterson
THPRD ENSURING REQUIRED FEDERAL)	
APPROVALS AND PHASE OBLIGATIONS CAN)	
MOVE FORWARD (OC22-01-OCT))	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-26 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

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

WHEREAS, Portland has completed their required pre-scoping for two of their Metro awarded Transportation Systems Management and Operations (TSMO) projects allowing MTIP and State Transportation Improvement Program (STIP) programming to occur and initiate the required ODOT intergovernmental agreement development enabling the projects to be implemented ; and

WHEREAS, Metro has received a \$850,000 Federal Transit Administration (FTA) Helping Obtain Prosperity for Everyone (HOPE) planning grant for the Tualatin Valley Hwy Transit & Development Project which will complete corridor planning including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, plus evaluate street and pedestrian improvements for future construction projects; and

WHEREAS, Tualatin Hills Parks and Recreation District received a \$572,477 Oregon Community Paths Program grant which will support completion of Westside Trail Project Refinement Study to identify the preferred alignment and master plan for segments 14-17 of the trail to lay the foundation for closing a critical 2.3 mile gap in Washington County; and

WHEREAS, the formal amendment will add four new safety improvement projects for ODOT to construct new curbs and ramps to Americans with Disabilities Act (ADA) standards at various locations on OR10, OR47, OR99E, US30, and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons; and

WHEREAS, ODOT is combining two safety improvement projects into a single project for increased delivery efficiencies on OR8 which will install larger signal heads, reflective backboards, and pedestrian countdown signals between SW Short Ave - SW 110th, plus will include sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing between SW 192nd Ave- SW 165th Ave; and

WHEREAS, ODOT is combining another two safety projects into a single project for increased delivery efficiencies on US30 between NW Hoge Ave and Watson Rd to repair culverts in poor condition along this corridor to prevent further damage and possible collapse; and

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

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

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on October 1, 2021; and

WHEREAS, JPACT approved Resolution 21-5205 consisting of the October 2021 Formal MTIP Amendment bundle on October 21, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on November 4, 2021 to formally amend the 2021-26 MTIP to include the required changes identified in the October 2021 Formal MTIP Amendment Bundle and Resolution 21-5205.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5205



Proposed October 2021 (FFY 2022) Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **OC22-01-OCT**
Total Number of Projects: 13

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key 20885	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)	<u>SPLIT FUNDS:</u> Split and reduce STBG-U funds by \$846,333 and commit to Portland's new awarded TSMO projects also part of this amendment bundle (projects #2 and #3 that follow)
Project #2 Key New TBD	Portland	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave	Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will provide traffic signal controller improvements at locations on Holgate Blvd and 92nd Ave
Project #3 Key New TBD	Portland	Portland Traffic Signal Performance Measures Development & Eval	Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will develop and evaluate traffic signal performance measurements
Project #4 Key New TBD	Metro	Tualatin Valley Hwy Transit & Development Project	Complete corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new OR8 corridor study that includes a FTA HOPE grant.

Project #5 Key 22475 New	Tualatin Hills Parks and Recreation District	Westside Trail Project Refinement	Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Community Paths Program FY 2021-24 Awarded project to Tualatin Hills Parks and Recreation District (ODOT managed program)
Project #6 Key 22435 NEW	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make State Highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #7 Key 22468 NEW	ODOT	US30BY curb ramps group A: N Greeley Ave - I-5 (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #8 Key 22469 NEW	ODOT	OR99E curb ramps group A: SE Woodward St - Oregon City	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #9 Key 22470 NEW	ODOT	OR10 curb ramps group A: SW 198th Ave – SW Kinnaman Rd	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR10 to reduce mobility barriers and make state highways more accessible to disabled persons.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #10 Key 22440 NEW	ODOT	NW 112th Street and PNWR rail crossing upgrades	Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.	<u>ADD NEW PROJECT:</u> The formal amendment adds a new rail safety improvement project for ODOT

Project #11 Key 18794	ODOT	OR8: SW Short Ave – SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave	Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110th Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.	<u>COMBINED PROJECT:</u> The formal amendment combines a prior obligated construction phase from Key 18839 into Key 18794 for increased delivery efficiencies as a single project
Project #12 Key 21779	ODOT	US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.	<u>SPLIT/CANCEL PROJECT:</u> The formal amendment splits the scope and funding and combines it into Key 21128 – also included in this amendment bundle. As a result Key 21779 is zero programmed
Project #13 Key 21128 New	ODOT	US30: CORRIDOR (MP 9.08 TO 17.68) US30: Watson Rd - Hoge Ave	New Combined Project Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse	<u>ADD AND COMBINE PROJECT:</u> The formal amendment re-adds Key 21128 into the 2021-26 MTIP and includes combining the scope and funding from Key 21779



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

Formal Amendment
SPLIT FUNDS
Split \$846,333 and commit to
Portland's new TSMO projects

Lead Agency: Metro		Project Type:	TSMO/ITS	ODOT Key:	20885
Project Name: Transportation System Mgmt Operations/ITS (2020)	1	ODOT Type	N/A	MTIP ID:	70875
		Performance Meas:	No	Status:	0
		Capacity Enhancing:	No	Comp Date:	9/30/2026
Project Status: 0 = No activity. Note: Key 20885 functions as an approved TSMO/ITS revenue PGB supporting Metro awarded TSMO/ITS projects		Conformity Exempt:	Yes	RTP ID:	11104
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)		On State Hwy Sys:	No	RFFA ID:	50361
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	3
		Years Active:	2	OTC Approval:	No
	STIP Amend #: TBD		MTIP Amnd #: OC22-01-OCT		
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)					
STIP Description: N/A - Project is programmed in FY 2025 and outside the current STIP years					

Last Amendment of Modification: Formal - June 2021 -JN21-11-JUN - SPLIT/COMBINE PROJECT: The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2025	-				\$ 1,510,851	\$ -
STBG-U	Z230	2025					\$ 664,518	\$ 664,518
								\$ -
							Federal Totals:	\$ 664,518
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025					\$ 172,924	\$ -
Local	Match	2025					\$ 76,057	\$ 76,057
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 76,057
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,683,775	\$ 1,683,775
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 740,575	\$ 740,575
Year Of Expenditure (YOE):								\$ 740,575

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new TSMO awarded project to the MTIP.
- > Support Materials: Current MTIP Programming page in FFY 2025

Amendment Summary:

The formal amendment splits \$846,333 of STBG from the PGB and commits the funds to the two new Metro awarded TSMO/ITS projects for Portland which are part of this amendment bundle. The awarded funds originate from the 2021 TSMO funding allocation. The source of the STBG funds for Key 20885 are from the RFFA Step 1 allocation from the FY 2020 allocation year.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated by formula to the MPOs. The funds are applied to eligible projects and activities or used to support local project needs through the discretionary funding calls.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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

2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)					
Project IDs		Project Description				Project Type	
ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)				Transportation System Management Operations	
MTIP ID	70875						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2025	STBG-URBAN	\$1,510,851	\$172,924	\$0	\$1,683,775
FY 21-26 Totals				\$1,510,851	\$172,924	\$0	\$1,683,775
Estimated Project Cost (YOE\$)				\$1,510,851	\$172,924	\$0	\$1,683,775



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

Formal Amendment
ADD NEW PROJECT
Add new Metro TSMO awarded
project with STBG from Key 20885

Lead Agency: Portland		Project Type: TSMO/ITS		ODOT Key: New - TBD
Project Name: Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave	2	ODOT Type	TBD	MTIP ID: New - TBD
		Performance Meas:	Safety	Status: 2
		Capacity Enhancing:	No	Comp Date: 9/30/2026
		Conformity Exempt:	Yes	RTP ID: 11104
		On State Hwy Sys:	No	RFFA ID: N/A
		Mile Post Begin:	N/A	RFFA Cycle: 2019-21
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		Flex Transfer to FTA	No	Transfer Code N/A
		1st Year Program'd:	2023	Past Amend: 0
		Years Active:	0	OTC Approval: No
			STIP Amend #: TBD	MTIP Amnd #: OC22-01-OCT
Detailed Description: Metro awarded TSMO Sub-allocation for FFY19-21 project with STBG funds from Key 20885 to Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd (72nd Ave to 112th) and 92nd Ave (SE Harold Ave to 91st Pl) for increased safety and service to motorists. (RTP ID 11104. Exempt: 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects)				
STIP Description: TBD				

Last Amendment of Modification: None. Initial programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	2230	2023					\$ 227,196	\$ 227,196
								\$ -
							Federal Totals:	\$ 227,196
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 26,004	\$ 26,004
								\$ -
								\$ -
							Local Total	\$ 26,004
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 253,200	\$ 253,200
Year Of Expenditure (YOE):								\$ 253,200

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new TSMO awarded project tot eh MTIP.
- > Support Materials: Metro TSMO FY 2019-21 Funding Award Letter

Amendment Summary:

The formal amendment adds the Metro warded TSMO project to the 2021-26 MTIP. awarded funding is STBG-U and is draw from the TSMO Program project grouping bucket in 20885.

- > Will Performance Measurements Apply: Yes

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated by formula to the MPOs. The funds are applied to eligible projects and activities or used to support local project needs through the discretionary funding calls.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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

Memo



Date: Jan. 2, 2020
To: TPAC and Interested Parties
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878



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

Formal Amendment
ADD NEW PROJECT
Add new Metro TSMO awarded
project with STBG from Key 20885

Lead Agency: Portland		Project Type: TSMO/ITS		ODOT Key: New - TBD
Project Name: Portland Traffic Signal Performance Measures Development & Eval	3	ODOT Type	TBD	MTIP ID: New - TBD
		Performance Meas:	Safety	Status: 2
		Capacity Enhancing:	No	Comp Date: 9/30/2026
		Conformity Exempt:	Yes	RTP ID: 11104
		On State Hwy Sys:	No	RFFA ID: N/A
		Mile Post Begin:	N/A	RFFA Cycle: 2019-21
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		Flex Transfer to FTA	No	Transfer Code: N/A
		1st Year Program'd:	2023	Past Amend: 0
Years Active:	0	OTC Approval: No		
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		STIP Amend #: TBD		MTIP Amnd #: OC22-01-OCT
Short Description: Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.				
Detailed Description: Metro awarded TSMO Sub-allocation for FFY19-21 project with STBG funds from Key 20885 to develop and validate across Portland new required ATSPMs supporting traffic signal controllers which will then be used to create metrics that can help optimize operations and streamline maintenance to evaluate signal performance providing motorists improved mobility, efficiency, and safety. (RTP ID 11104. Exempt: 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects)				
STIP Description: TBD				

Last Amendment of Modification: None. Initial programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	2230	2023					\$ 619,137	\$ 619,137
								\$ -
							Federal Totals:	\$ 619,137
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 70,863	\$ 70,863
								\$ -
								\$ -
							Local Total	\$ 70,863
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 690,000	\$ 690,000
Year Of Expenditure (YOE):								\$ 690,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new TSMO awarded project tot eh MTIP.
- > Support Materials: Metro TSMO FY 2019-21 Funding Award Letter + Completed draft Technical Scoping Sheet + Scope of Work narrative

Amendment Summary:

The formal amendment adds the Metro warded TSMO project to the 2021-26 MTIP. awarded funding is STBG-U and is draw from the TSMO Program project grouping bucket in 20885. The project is a Portland wide project to develop and evacuate Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety. \$619,137 in federal STBG-U funds have been awarded to the project from the 2019-21 TSMO Project Funding Call.

- > Will Performance Measurements Apply: Assumed yes with the ATSPMs being the ITS performance measurements used to support the RTP goals.

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No. The project includes implementation beyond planning. This is not considered a planning project.
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated by formula to the MPOs. The funds are applied to eligible projects and activities or used to support local project needs through the discretionary funding calls.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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

Memo



Date: Jan. 2, 2020
To: TPAC and Interested Parties
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878



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

Formal Amendment
ADD NEW PROJECT
Add new TV Hwy/OR8 Corridor
Planning and Development

Lead Agency: Metro		Project Type: Planning		ODOT Key: NEW - TBD	
Project Name: Tualatin Valley Hwy Transit & Development Project	4	ODOT Type TBD		MTIP ID: NEW-TBD	
		Performance Meas: No		Status: 0	
Project Status: 0 = No activity.		Capacity Enhancing: No		Comp Date: 12/31/2024	
		Conformity Exempt: Yes		RTP ID: UPWP	
Short Description: Complete corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.		On State Hwy Sys: No		RFFA ID: N/A	
		Mile Post Begin: N/A		RFFA Cycle: N/A	
		Mile Post End: N/A		UPWP: Yes	
		Length: N/A		UPWP Cycle: SFY 22	
		Flex Transfer to FTA No		Transfer Code 5307	
		1st Year Program'd: 2022		Past Amend: 0	
		Years Active: 0		OTC Approval: No	
		STIP Amend #: TBD		MTIP Amnd #: OC22-01-OCT	
		Detailed Description: A two-year study through the OR8 corridor between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements (FTA HOPE grant award)			
		STIP Description: TBD			

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	2230	2022	\$ 690,918					\$ 690,918
FTA Other (Hope)	HOPE	2022	\$ 850,000					\$ 850,000
								\$ -
Notes: FTA HOPE (Helping Obtain Prosperity for Everyone) Program Grant is set at 90% federal							Federal Totals:	\$ 1,540,918
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022	\$ 79,079					\$ 79,079
Local	Match	2022	\$ 94,444					\$ 94,444
Local - WashCo	OTH0	2022	\$ 25,000					\$ 25,000
Other	OTH0	2022	\$ 784,282					\$ 784,282
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 982,805
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,523,723	\$ -	\$ -	\$ -	\$ -	\$ 2,523,723
Year Of Expenditure (YOE):							\$	2,523,723

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new UPWP stand-alone project to the 2021-24 MTIP
- > Support materials: FTA HOPE grant award letter and project location map

Amendment Summary:

The formal amendment adds the new Tualatin Valley Hwy corridor planning project to the MTIP. The project is funded from multiple sources including a FTA HOPE grant and local contributions from Washington County. The project will complete corridor planning including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate street and pedestrian improvements.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: - N/A UPWP approved project
- > RTP Description: N/A
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes, SFY 22 approved UPWP project
- > RTP Goals: Goal 11 Transparency and Accountability
- > Goal Objective: Objective 11.2 Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > FTA HOPE = Federal discretionary Helping Obtain Prosperity for Everyone grant program from FTA. Match requirement is set at 10% against a 90% federal share.
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = Local funds committed to the project above the required match to the federal funds.

Other

- > On NHS: Yes
- > Is this a project that requires transportation modeling: No
- > Is the project located on the Metro Model: Yes - The OR 8 corridor is identified in the Motor Vehicle, Pedestrian and Bicycle networks
- > Model category and type: Various
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
ADD NEW PROJECT
Add new THPRD Westside TR
Refinement Study to MTIP

Lead Agency: Tualatin Hills Parks & Recreation District		Project Type:	Planning	ODOT Key: 22475
Project Name: Westside Trail Project Refinement	5	ODOT Type	TBD	MTIP ID: NEW-TBD
		Performance Meas:	No	Status: 0
		Capacity Enhancing:	No	Comp Date: 9/30/2024
		Conformity Exempt:	Yes	RTP ID: 10810 & 11405
Project Status: 0 = No activity.		On State Hwy Sys:	No	RFFA ID: N/A
Short Description: Project refinement study to lay the foundation for closing a critical 2.3 mile gap in the Westside Tr (SW Walker Rd and NW Kaiser Rd) in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.		Mile Post Begin:	N/A	RFFA Cycle: N/A
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		Flex Transfer to FTA	No	Transfer Code: N/A
		1st Year Program'd:	2022	Past Amend: 0
		Years Active:	0	OTC Approval: Yes
		STIP Amend #: 21-24-0991		MTIP Amnd #: OC22-01-OCT
Detailed Description: Oregon Community Paths Program FY 2021-24 Awarded project with federal funds to complete a project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County (Segments 14-17). Identify the preferred alignment and master plan for this portion of the trail (May 2021 OTC Item I) (Exempt: Yes - Planning and Technical Studies)				
STIP Description: Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.				
Last Amendment of Modification: None. Initial MTIP programming				

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
AC-TAS	ACP0	2022	\$ 572,477					\$ 572,477
								\$ -
								\$ -
Notes: AC-TAS = Advance Construction with an expected conversion code of State Transportation Alternatives (TA)							Federal Totals:	\$ 572,477
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022	\$ 65,523					\$ 65,523
								\$ -
								\$ -
								\$ -
							Local Total	\$ 65,523
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 638,000	\$ -	\$ -	\$ -	\$ -	\$ 638,000
Year Of Expenditure (YOE):								\$ 638,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ODOT awarded project to the 2021-24 MTIP
- > Support materials: OTC item and staff report, Community Paths award letter, plus project location map

Amendment Summary:

The formal amendment adds the new ODOT Community Paths awarded project to the mtip. The project refinement study to lay the foundation for closing a critical 2.3 mile gap in the Westside Tr (SW Walker Rd and NW Kaiser Rd) (Segments 14-17) in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: - 10810, & 11405 - Westside Trail (Regional) Segments 14-17
- > RTP Description: To design and construct a regional trail multiuse segment. The trail may increase safety by creating 12' wide trail/sidewalk connecting to a road separated facility near high injury corridors and high injury intersections. Completing the trail gap increases access to jobs in a marginalized area.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: No
- > RTP Goals: Goal 11 Transparency and Accountability
- > Goal Objective: Objective 11.2 Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > AC-TAS = Federal Advance Construction used as a placeholder until the actual federal fund type code is determined. AC-TAS refers to the expectation the State Transportation Alternatives funds will be the final federal fund type code for the project.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Is this a project that requires transportation modeling: No
- > Is the project located on the Metro Model: Yes - The Westside Trail is identified in the Metro Pedestrian modeling network as a new proposed trail
- > Model category and type: Future Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: No

Oregon Community Paths Program (Page 1 of 2)
Recommended Oregon Community Paths Projects for Approval

Project Priority	Applicant	Project Title	Project Type	Requested Funding	Funds requested	Local Match
1	Wasco County (NWCPRD)	Mill Creek Greenway	Construction	Federal	\$2,624,206	\$300,352
2	ASHLAND PARKS AND RECREATION COMMISSION	Kestrel Park Bridge - Bear Creek Greenway Extension	Construction	Federal	\$498,002	\$56,999
3	Astoria, City of	Riverwalk Trail Continuation of Lighting East for Increased Pedestrian Use and Safety	Construction	Federal	\$844,843	\$96,696
4	City of Tualatin	Tualatin River Greenway Trail Extension	Construction	MAT Fund	\$1,055,899	\$452,528
5	City of Hermiston	Belt Park Greenway Trail	Construction	Federal	\$266,498	\$30,502
6	City of Independence	South Willamette River Trail Refinement	Project Refinement	Federal	\$107,676	\$12,324
7	Tualatin Hills Park & Recreation District	Westside Trail Segments 14-18 Master Plan (Preferred Alignment)	Project Refinement	Federal	\$527,477 \$572,477	\$65,523
8	Salmonberry Trail Foundation/ Rockaway Beach	Rockaway Beach	Construction	Federal	\$1,576,556	\$180,444
9	City of Eugene	Eugene Berkeley Park Path	Construction	Federal	\$490,666	\$56,159
10	Corvallis, City of	Tunison Community Path	Project Refinement	Federal	\$497,104	\$56,896
11	Madras, City of	Juniper Hills to Madras East Trails Multiuse Connection Project	Construction	MAT Fund	\$168,000	\$72,000
12	City of Chiloquin	Chiloquin Community Safe and Healthy Connections	Construction	Federal	\$456,300	\$52,225
13	Washington County LU&T	Reedville Trail	Construction	MAT Fund	\$1,542,800	\$661,200
14	City of La Grande	City of La Grande Critical Link Project Refinement	Project Refinement	Federal	\$134,595	\$15,405
15	City of Ontario	Ontario North-South Connector	Project Refinement	Federal	\$67,298	\$7,703
16	Confederated Tribes of the Umatilla Indian Reservation	Tribal Services Center Access Path	Construction	MAT Fund	\$192,349	\$82,435
17	City of Warrenton	Tansy Point Connection NW 11th Path	Project Refinement	Federal	\$93,319	\$10,681

Note: The funding award for THPRD is \$572,477 and not \$527,477 as listed in the funding chart above



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

Formal Amendment
ADD NEW PROJECT
Add a new ADA compliant curbs and
ramps project to the MTIP

Lead Agency: ODOT		Project Type:	Safety	ODOT Key: 22435
Project Name: OR47/OR8/US30 Curb Ramps	6	ODOT Type	Safety	MTIP ID: New TBD
		Performance Meas:	Yes	Status: 3
		Capacity Enhancing:	No	Comp Date: 9/30/2026
		Conformity Exempt:	Yes	RTP ID: 12095
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		On State Hwy Sys:	OR47	RFFA ID: N/A
Short Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	US30	Mile Post Begin:	17.88	RFFA Cycle: N/A
	46.66	Mile Post End:	90.59	UPWP: No
	48.40	Length:	72.71	UPWP Cycle: No
	1.74	Flex Transfer to FTA	No	Transfer Code: N/A
		1st Year Program'd:	2021	Past Amend: 0
		Years Active:	0	OTC Approval: Yes
	STIP Amend #: 21-24-0786		MTIP Amnd #: OC22-01-OCT	
Detailed Description: At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)				
STIP Description: TBD				

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 1,969,369				\$ 1,969,369
AC-STBGS	ACP0	2022			\$ 692,952			\$ 692,952
AC-STBGS	ACP0	2023				\$ 3,017,855		\$ 3,017,855
								\$ -
Notes: FTA HOPE Grant is set at 90% federal							Federal Totals:	\$ 5,680,176
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 225,403				\$ 225,403
State	Match	2022			\$ 79,312			\$ 79,312
State	Match	2023				\$ 345,407		\$ 345,407
								\$ -
							State Total:	\$ 650,122
Local Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 2,194,772	\$ 772,264	\$ 3,363,262	\$ -	\$ 6,330,298
Year Of Expenditure (YOE):								\$ 6,330,298

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ADA curb and ramp construction project for ODOT
- > Support Materials: OTC item and Staff Report, project location maps

Amendment Summary:

The formal amendment adds the new ADA curbs and ramps project for ODOT to the 2021-26 MTIP.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes on OR 8 and OR47 in Forest Grove.
- > Metro Model: Yes - Bicycle and Pedestrian networks
- > Model category and type: Bicycle and Pedestrian Parkways
- > TCM project: No
- > Located on the CMP: Yes on OR 47 in Forest Grove



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.



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

Formal Amendment
ADD NEW PROJECT
Add a new ADA compliant curbs and
ramps project to the MTIP

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	22468
Project Name: US30BY Curb Ramps Group A: N Greeley Ave - I-5 (Portland)	7	ODOT Type	Safety		MTIP ID:	New TBD
		Performance Meas:	Yes		Status:	4
		Capacity Enhancing:	No		Comp Date:	9/30/2026
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	US30BY		RFFA ID:	N/A
		Mile Post Begin:	4.50		RFFA Cycle:	N/A
		Mile Post End:	5.35		UPWP:	No
		Length:	0.85		UPWP Cycle:	No
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
Years Active:	0		OTC Approval:	Yes		
STIP Amend #: 21-24-0956				MTIP Amnd #: OC22-01-OCT		
Detailed Description: On US30BY from MP 4.50 to MP 5.35, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements) (PE design completed in Key 22204)						
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						
Last Amendment of Modification: None. Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2022			\$ 309,569			\$ 309,569
AC-STBGS	ACP0	2022				\$ 22,433		\$ 22,433
AC-STBGS	ACP0	2022					\$ 1,660,005	\$ 1,660,005
								\$ -
							Federal Totals:	\$ 1,992,007
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022			\$ 35,431			\$ 35,431
State	Match	2022				\$ 2,567		\$ 2,567
State	Match	2022					\$ 189,995	\$ 189,995
								\$ -
							State Total:	\$ 227,993
Local Funds								
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ 345,000	\$ 25,000	\$ 1,850,000	\$ 2,220,000
Year Of Expenditure (YOE):								\$ 2,220,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ADA curb and ramp construction project for ODOT
- > Support Materials: OTC item and Staff Report
- > Note: PE was completed through the larger regional project in Key 22204.

Amendment Summary:

- The formal amendment adds the new US30BY ADA curbs and ramps project for ODOT to the 2021-26 MTIP.
- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes on US30BY
- > Metro Model: Yes - Bicycle and Pedestrian networks
- > Model category and type: Bicycle and Pedestrian Parkways
- > TCM project: No
- > Located on the CMP: Yes on OR 47 in Forest Grove



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.



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

Formal Amendment
ADD NEW PROJECT
Add a new ADA compliant curbs and
ramps project to the MTIP

Lead Agency: ODOT		Project Type: Safety		ODOT Key: 22469
Project Name: OR99E Curb Ramps Group A: SE Woodward St -Oregon City	8	ODOT Type Safety		MTIP ID: New TBD
		Performance Meas: Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing: No		Comp Date: 9/30/2026
		Conformity Exempt: Yes		RTP ID: 12095
		On State Hwy Sys: OR99E		RFFA ID: N/A
		Mile Post Begin: 1.45		RFFA Cycle: N/A
		Mile Post End: 13.89		UPWP: No
		Length: 12.44		UPWP Cycle: No
		Flex Transfer to FTA No		Transfer Code N/A
		1st Year Program'd: 2022		Past Amend: 0
		Years Active: 0		OTC Approval: Yes
		STIP Amend #: 21-24-0957		MTIP Amnd #: OC22-01-OCT
Detailed Description: On OR99E from MP 1.45 to 13.89 MP, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements) (PE design completed in Key 22204)				
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.				

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2022			\$ 740,272			\$ 740,272
AC-STBGS	ACP0	2022				\$ 53,838		\$ 53,838
AC-STBGS	ACP0	2022					\$ 3,992,985	\$ 3,992,985
								\$ -
							Federal Totals:	\$ 4,787,095
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022			\$ 84,728			\$ 84,728
State	Match	2022				\$ 6,162		\$ 6,162
State	Match	2022					\$ 457,015	\$ 457,015
								\$ -
							State Total:	\$ 547,905
Local Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ 825,000	\$ 60,000	\$ 4,450,000	\$ 5,335,000
Year Of Expenditure (YOE):								\$ 5,335,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ADA curb and ramp construction project for ODOT
- > Support Materials: OTC item and Staff Report
- > Note: PE was completed through the larger regional project in Key 22204.

Amendment Summary:

- The formal amendment adds the new OR99E ADA curbs and ramps project for ODOT to the 2021-26 MTIP.
- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes on OR99E
- > Metro Model: Yes - Bicycle and Pedestrian networks
- > Model category and type: Bicycle and Pedestrian Parkways
- > TCM project: No
- > Located on the CMP: Yes



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.



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

Formal Amendment
ADD NEW PROJECT
Add a new ADA compliant curbs and
ramps project to the MTIP

Lead Agency: ODOT		Project Type: Safety		ODOT Key: 22470
Project Name: OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd	9	ODOT Type Safety		MTIP ID: New TBD
		Performance Meas: Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing: No		Comp Date: 9/30/2026
		Conformity Exempt: Yes		RTP ID: 12095
		On State Hwy Sys: OR10		RFFA ID: N/A
		Mile Post Begin: 5.88		RFFA Cycle: N/A
		Mile Post End: 7.38		UPWP: No
		Length: 1.50		UPWP Cycle: No
		Flex Transfer to FTA No		Transfer Code N/A
		1st Year Program'd: 2022		Past Amend: 0
		Years Active: 0		OTC Approval: Yes
		STIP Amend #: 21-24-0958		MTIP Amnd #: OC22-01-OCT
Detailed Description: On OR10 from MP 5.88 to MP 7.38, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements) (PE design completed in Key 22204)				
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.				

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2022			\$ 246,757			\$ 246,757
AC-STBGS	ACP0	2022				\$ 17,049		\$ 17,049
AC-STBGS	ACP0	2022					\$ 1,345,950	\$ 1,345,950
								\$ -
							Federal Totals:	\$ 1,609,756
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022			\$ 28,243			\$ 28,243
State	Match	2022				\$ 1,951		\$ 1,951
State	Match	2022					\$ 154,050	\$ 154,050
								\$ -
							State Total:	\$ 184,244
Local Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ 275,000	\$ 19,000	\$ 1,500,000	\$ 1,794,000
Year Of Expenditure (YOE):								\$ 1,794,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ADA curb and ramp construction project for ODOT
- > Support Materials: OTC item and Staff Report
- > Note: PE was completed through the larger regional project in Key 22204.

Amendment Summary:

- The formal amendment adds the new OR10 ADA curbs and ramps project for ODOT to the 2021-26 MTIP.
- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes on OR10
- > Metro Model: Yes - Bicycle and Pedestrian networks
- > Model category and type: Bicycle and Pedestrian Parkways
- > TCM project: No
- > Located on the CMP: Yes



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.



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

Formal Amendment
ADD NEW PROJECT
Add a new railroad crossing safety improvement project

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	22440
Project Name: NW 112th Street and PNWR Rail Crossing Upgrades	10	ODOT Type	Safety		MTIP ID:	New TBD
		Performance Meas:	Yes		Status:	2
		Capacity Enhancing:	No		Comp Date:	9/30/2026
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR10		RFFA ID:	N/A
		Mile Post Begin:	5.88		RFFA Cycle:	N/A
		Mile Post End:	7.38		UPWP:	No
		Length:	1.50		UPWP Cycle:	No
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
Years Active:	0		OTC Approval:	Yes		
		STIP Amend #: 21-24-0801			MTIP Amnd #: OC22-01-OCT	
Detailed Description: Upgrade from current passive to active warning devices at the NW 112th Ave PNWR railroad at-grade crossing which includes the movement of mixed commodities and hazardous materials to decrease future rail crossing incidents with motor vehicles and truck traffic (RTP ID: 12095. Exempt: Yes – 93 CFR 123.126, Table 2, Safety - Railroad/highway crossing warning devices. OTC = Yes 9/2021)						
STIP Description: Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.						
Last Amendment of Modification: None. Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other Utility Relocation + Gen Other	Construction	Total
Federal Funds								
AC-RAIL	ACP0	2022		\$ 67,500				\$ 67,500
AC-RAIL	ACP0	2023				\$ 1,044,000		\$ 1,044,000
								\$ -
								\$ -
Projected AC conversion is Rail Hwy Crossing Hazards Elimination - ZS40 No dedicated UR phase exists currently in the MTIP. Therefore UR and Other phase funds as submitted OODT are combined into the MTIP's single Other phase. Federal match % is set at 90% federal and 10% required minimum match							Federal Totals:	\$ 1,111,500
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 7,500				\$ 7,500
State	Match	2023				\$ 116,000		\$ 116,000
								\$ -
								\$ -
							State Total:	\$ 123,500
No dedicated UR phase exists currently in the MTIP. Therefore UR and Other phase funds as submitted OODT are combined into the MTIP's single Other phase.								
Local Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 75,000	\$ -	\$ 1,160,000	\$ -	\$ 1,235,000
Year Of Expenditure (YOE):								\$ 1,235,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new at-grade railroad crossing safety improvement project for ODOT.
- > Support Materials: OTC item and Staff Report, + project location maps

Amendment Summary:

The formal amendment adds the new NW 112th Av at railroad crossing safety improvement project for ODOT to the 2021-26 MTIP.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-RAIL = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-RAIL reflects that the expected fund type code will be federal Rail Highway Crossing Hazards Elimination funds (code ZS40).
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

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



Oregon

Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: August 26, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler, Director

SUBJECT: Consent 10 – Annual STIP Adjustment

Requested Action:

Approve the annual amendment to update the projects in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In June 2019, the Oregon Transportation Commission (OTC) approved a major rebalance of the STIP to address the reprioritizing of projects and address positive and negative funding changes for the entire STIP. In July 2020, as part of the Commission's delegated approval update, the OTC approved new delegations on STIP revisions under \$5 million to the Director and the Division Administrator.

At the July 15, 2021 commission meeting, the OTC reviewed a new process to bring the majority of STIP amendments before the OTC for a yearly action to reduce the number of approvals throughout the year and provide the Commission a more comprehensive view of the changes made to the STIP.

Criteria for projects for the annual STIP adjustment are the following:

- New high priority projects (selected by their respective funding program), including amending a preliminary engineering phase into the STIP for construction in the 24-27 STIP.
- Modifications to existing STIP projects that advance program goals or Key Performance Measures, and selected as a priority by the funding program.

The targeted programs for the annual STIP adjustment are:

- Bridge Program
- Preservation Program (both Interstate Maintenance and Region paving)
- Culverts Program
- Roadside Safety Features
- Rail Program
- Active Transportation

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Priority / Action Description
22485	1	OR281: Evans creek fish-passage improvements	17	17		OT	CULVERT	HB2017 Culvert	\$ -	\$ 308,000.00	\$ 308,000.00	New project. High priority.
22440	1	NW 112th Street and PNWR Rail Crossing Upgrades	7.6	7.6		PE, UR, OT	RAIL	SW RAIL	\$ -	\$ 1,235,000.00	\$ 1,235,000.00	New project. High priority.
	1	OR211 Road safety audit	14	24		PE	SAFETY	R1 Safety	\$ -	\$ 230,000.00	\$ 230,000.00	New project. High priority.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	PE, CN	BR-RLR	FIX-IT SW BRIDGE	\$613,496.00	\$613,496.00	\$-	Change project timing to include adjacent high priority work.



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

**Formal Amendment
COMBINE & EXPAND**
Combine funds and scope from Key
18839 into Key 18794

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	18794
Project Name: OR8: SW Short Ave - SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave	11	ODOT Type	Safety		MTIP ID:	70766
		Performance Meas:	Yes		Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. Short Description: Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible, Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing plus sidewalk infill and improvements, bus stop relocations, bus pads, & enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.		Capacity Enhancing:	No		Comp Date:	9/30/2026
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR8		RFFA ID:	N/A
		Mile Post Begin:	2.75 2.70		RFFA Cycle:	N/A
		Mile Post End:	3.70 7.03		UPWP:	No
		Length:	0.95 4.33		UPWP Cycle:	No
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2016		Past Amend:	6
		Years Active:	6		OTC Approval:	No
		STIP Amend #: 21-24-0701			MTIP Amnd #: OC22-01-OCT	
Detailed Description: On OR8 from MP 2.75 to 3.70 from Short Ave to SW 110th Ave in Beaverton, complete various safety upgrades at 9 identified locations that include larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible On OR8 between MP 2.70 to 7.33, complete safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing plus sidewalk infill and improvements, bus stop relocations, bus pads, & enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave. (Combines Key 18839 into construction. RTP ID: 12095. Exempt: Yes – 93 CFR 123.126, Table 2, Safety)						
STIP Description: Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110th Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.						

Last Amendment of Modification: Administrative, AB21-22-AUG2, August 2021 - Slip Advance Construction funds of \$2,163,084 and \$50,323 of matching funds to FY 2022.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	ZS30	2016		\$ 437,500	-			\$ -
HSIP	ZS30	2016		\$ 687,500				\$ 687,500
ADVCON	ACP0	2020			\$ 379,000			\$ -
HSIP	ZS30	2020			\$ 289,000			\$ 289,000
ADVCON	ACP0	2022					\$ 2,163,084	\$ -
HSIP	ZS30	2022					\$ 1,723,407	\$ 1,723,407
State STBG	Z240	2022					\$ 1,188,043	\$ 1,188,043
Note: HSIP funds are 100% federal							Federal Totals:	\$ 3,887,950
Federal Fund Obligations \$:				\$ 437,500				Federal Aid ID
EA Number:				PE002727				S029(032)
Initial Obligation Date:				9/15/2016				
EA End Date:				N/A				
Known Expenditures:				N/A				
State Funds								
State	Match	2022		-	-		\$ 50,323	\$ -
State	Match	2022					\$ 135,977	\$ 135,977
								\$ -
								\$ -
							State Total:	\$ 135,977
No dedicated UR phase exists currently in the MTIP. Therefore UR and Other phase funds as submitted OODT are combined into the MTIP's single Other phase.								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 437,500	\$ 379,000	\$ -	\$ 2,213,407	\$ 3,029,907
Phase Totals After Amend:			\$ -	\$ 687,500	\$ 289,000	\$ -	\$ 3,047,427	\$ 4,023,927
Year Of Expenditure (YOE):								\$ 4,023,927

Notes and Summary of Changes:

- > Red font = Prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Combine prior obligated and removed Key 18839's construction phase into Key 18794 which also expands the limits. Update name, description, and funding.
- > Support Materials: Project location maps

Amendment Summary:

The formal amendment combines the prior obligated Key 18839 into Key 18794. Complications with the bids for Key 18839 resulted in the construction phase being de-obligated. The funding is now being added to Key 18794. As a result, the project name and description are updated. Key 18839 and 18794 will be delivered under a Key 18794 for more efficient delivery efficiencies. Although previously obligated, the construction funds for key 18839 were de-obligated resulting in the amendment having to add the funds as new funding to the MTIP and satisfy and demonstrate fiscal constraint. Through this formal amendment, Key 18839 and Key 18794 are now combined.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT for various eligible safety improvements
- > ADVCON = Federal Advance Construction fund type code used as a placeholder until the actual federal funds are known and committed to the project.
- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT with this portion managed and allocated to projects based eligible ODOT projects.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes, -" Other NHS Routes"
- > Does the project require air conformity and transportation modeling; No
- > Located on Metro Model: Yes.
- > Model category and type: OR 8 is defined as a Major Arterial on the Motor Vehicle network
- > TCM project: No
- > Located on the CMP: Yes

ODOT Key: 18839 | MTIP ID: 70780

OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton) - Cycle 2018-21

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2016		\$715,148	\$81,852	\$0	\$797,000	<input type="checkbox"/>
	2015	TAP - State	\$425,500	\$48,700	\$0	\$474,200	
	2016	HSIP (89.73%)	\$289,648	\$33,152	\$0	\$322,800	
Construction	2020		\$735,786	\$84,214	\$81,000	\$901,000	<input type="checkbox"/>
	2014	ACP0 - Advance CN	\$735,786	\$84,214	\$81,000	\$901,000	
Purchase right of way	2019		\$87,038	\$9,962	\$0	\$97,000	<input type="checkbox"/>
	2014	ACP0 - Advance CN	\$25,124	\$2,876	\$0	\$28,000	
	2019	TA - STATE	\$61,914	\$7,086	\$0	\$69,000	
Other (explain)	2019		\$0	\$0	\$0	\$0	<input type="checkbox"/>
Totals >>			\$1,537,972	\$176,028	\$81,000	\$1,795,000	

Prior obligated construction phase funds from Key 18839 were de-obligated and made available to be combined into Key 18794. The construction phase from Key 18839 is now combined into Key 18794 for increased delivery efficiencies



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

Formal Amendment
SPLIT/CANCEL PROJECT
Split project funds and scope and
combine into Key 21128

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	21779
Project Name: US30: Watson Rd - NW Hoge Ave	12	ODOT Type	Culvert		MTIP ID:	71198
		Performance Meas:	Yes		Status:	2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Short Description: Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.		Capacity Enhancing:	No		Comp Date:	N/A
		Conformity Exempt:	Yes		RTP ID:	12093
		On State Hwy Sys:	US30		RFFA ID:	N/A
		Mile Post Begin:	7.80		RFFA Cycle:	N/A
		Mile Post End:	18.37		UPWP:	No
		Length:	10.57		UPWP Cycle:	No
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #: 21-24-0701			MTIP Amnd #:	OC22-01-OCT
Detailed Description: Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.						
STIP Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.						

Last Amendment of Modification: Administrative, August 2021 - AB21-22-AUG2, Slip PE with \$410,236 of NHPP and match to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2022		\$ 410,246				\$ -
NHPP	Z001	2023					\$ 957,240	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								S029(032)
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 46,954				\$ -
State	Match	2023					\$ 109,560	\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 457,200	\$ -	\$ -	\$ 1,066,800	\$ 1,524,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

- > Red font = Prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Combine Key 21779 into Key 21128. Key 21779 is left zero programmed.
- > Support Materials: None

Amendment Summary:

- The formal amendment splits the funding and scope and combines it into the re-added Key 21128 project (also part of the October amendment bundle). As a result, Key 21779 is de-programmed. Implementation will be through Key 21128.
- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12093 - Culvert Replacement & Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > NHPP = Federal National Highway Performance Program appropriated to ODOT to be applied to eligible projects.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes, - US30 is identified as a "Other NHS Routes" in the NHS system
- > Does the project require air conformity and transportation modeling; No
- > Located on Metro Model: Yes.
- > Model category and type: US30 is defined as a Throughway on the Motor Vehicle network
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
ADD COMBINED PROJECT
Re-add new project combined with
Key 21779

Lead Agency: ODOT		Project Type: Safety		ODOT Key: 21128
Project Name: US30: CORRIDOR (MP 9.08 TO 17.68) (former title) US30: Watson Rd - Hoge Ave	13	ODOT Type: Culvert		MTIP ID: TBD - New
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). Short Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse and help provide additional roadway safety to motorists		Performance Meas: Yes		Status: 4
		Capacity Enhancing: No		Comp Date: N/A
		Conformity Exempt: Yes		RTP ID: 12093
		On State Hwy Sys: US30		RFFA ID: N/A
		Mile Post Begin: 7.80		RFFA Cycle: N/A
		Mile Post End: 18.37		UPWP: No
		Length: 10.57		UPWP Cycle: No
		Flex Transfer to FTA: No		Transfer Code: N/A
		1st Year Program'd: 2017		Past Amend: 0
Years Active: 6		OTC Approval: No		
		STIP Amend #: 21-24-1099		MTIP Amnd #: OC22-01-OCT
Detailed Description: On US30 between Hoge Ave in NW Portland to Watson Rd (outside of MPA) MP 7.80 to MP 18.37, repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse and help provide additional roadway safety to motorists (RTP ID 12093, Exempt = Yes 40 CFR 93.126, Table 2 Safety, Combines Key 21779 scope and funding)				
STIP Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.				

Last Amendment of Modification: Formal, September 2020 Project was obligated and removed from carryover consideration into the 2021-26 MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TIFIA	M040	2017		\$ 175,871				\$ 175,871
ADVCON	ACP0	2017		\$ 410,246				\$ 410,246
NHPP	2001	2023					\$ 957,240	\$ 957,240
								\$ -
							Federal Totals:	\$ 1,543,357
Federal Fund Obligations \$:				\$ 196,000				Federal Aid ID
EA Number:				PE002860				S092(061)
Initial Obligation Date:				9/11/2017				
EA End Date:				N/A				
Known Expenditures:				N/A				
State Funds								
State	Match	2017		\$ 20,129				\$ 20,129
State	Match	2017		\$ 46,954				\$ 46,954
State	Match	2023					\$ 109,560	\$ 109,560
								\$ -
							State Total:	\$ 176,643
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 653,200	\$ -	\$ -	\$ 1,066,800	\$ 1,720,000
Year Of Expenditure (YOE):								\$ 1,720,000

Notes and Summary of Changes:

- > Red font = Prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Combine Key 21779 into Key 21128. Key 21779 is left zero programmed.
- > Support Materials: Project location map.

Amendment Summary:

- The formal amendment splits the funding and scope and combines it into the re-added Key 21128 project (also part of the October amendment bundle). As a result, Key 21779 is de-programmed. Implementation will be through Key 21128.
- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12093 - Culvert Replacement & Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > NHPP = Federal National Highway Performance Program appropriated to ODOT to be applied to eligible projects.
- > TFIA = Federal 2015 Redistribution funds allocated to states from other states that did not meet their obligation targets
- > ADVCON = Federal fund place holder used when the actual federal fund type code has not been determined.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes, - US30 is identified as a "Other NHS Routes" in the NHS system
- > Does the project require air conformity and transportation modeling; No
- > Located on Metro Model: Yes.
- > Model category and type: US30 is defined as a Throughway on the Motor Vehicle network
- > TCM project: No
- > Located on the CMP: Yes

Key 21128 as originally programmed up through the 2018-21 MTIP

ODOT Key: 21128 | MTIP ID: 71024

US30: CORRIDOR (MP 9.08 TO 17.68) - Cycle 2015-18

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2017		\$175,871	\$20,129		\$196,000	<input type="checkbox"/>
	2014	State STP (M240)	\$175,871	\$20,129		\$196,000	
Totals >>			\$175,871	\$20,129	\$0	\$196,000	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 27, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: October 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5205 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD APPROXIMATELY 13 PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND THPRD ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN MOVE FORWARD (OC22-01-OCT)

BACKGROUND

What This Is:

The October 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5205 and being processed under MTIP Amendment OC22-01-OCT. The bundle contains a total of 13 project amendments.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5205 consisting of thirteen projects which include new projects for MTIP inclusion or require adjustments and modifications to obtain their next federal approval step which impact Metro, ODOT, Portland, and THPRD.

Proposed October 2021 (FFY 2022) Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: OC22-01-OCT					
Total Number of Projects: 13					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Category: Metro Awarded Transportation Systems Management and Operations (TSMO) projects					
Project #1 Key 20885	70875	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)	SPLIT FUNDS: Split and reduce STBG-U funds by \$846,333 and commit to Portland's new awarded TSMO projects also part of this amendment bundle (projects #2 and #3 that follow)

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key New TBD	New TBD	Portland	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave	Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will provide traffic signal controller improvements at locations on Holgate Blvd and 92 nd Ave
Project #3 Key New TBD	New TBD	Portland	Portland Traffic Signal Performance Measures Development & Eval	Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will develop and evaluate traffic signal performance measurements
Category: Project Planning/Studies					
Project #4 Key New TBD	New TBD	Metro	Tualatin Valley Hwy Transit & Development Project	Complete corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new OR8 corridor study that includes a FTA HOPE grant.
Project #5 Key 22475	New TBD	THPRD	Westside Trail Project Refinement	Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.	<u>ADD NEW PROJECT</u> The formal amendment adds the new Oregon Community Paths Program FY 2021-24 Awarded project to Tualatin Hills Parks and Recreation District (ODOT managed program)
Category: ODOT Projects					
Project #6 Key 22435	New TBD	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make State Highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP.
Project #7 Key 22468 NEW	New TBD	ODOT	US30BY curb ramps group A: N Greeley Ave - I-5 (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP

Project #8 Key 22469 NEW	New TBD	ODOT	OR99E curb ramps group A: SE Woodward St - Oregon City	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #9 Key 22470 New	New TBD	ODOT	OR10 curb ramps group A: SW 198th Ave – SW Kinnaman Rd	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR10 to reduce mobility barriers and make state highways more accessible to disabled persons.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #10 Key 22440 New	New TBD	ODOT	NW 112th Street and PNWR rail crossing upgrades	Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.	<u>ADD NEW PROJECT:</u> The formal amendment adds a new rail safety improvement project for ODOT
Project #11 Key 18794	70766	ODOT	OR8: SW Short Ave – SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave	Safety upgrades to install larger signal heads reflective backboards pedestrian countdown signals and left turn phasing where feasible Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110th Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.	<u>COMBINED PROJECT:</u> The formal amendment combines a prior obligated construction phase from Key 18839 into Key 18794 for increased delivery efficiencies as a single project
Project #12 Key 21779	71198	ODOT	US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.	<u>SPLIT/CANCEL PROJECT:</u> The formal amendment splits the scope and funding and combines it into Key 21128 – also included in this amendment bundle. As a result Key 21779 is zeroed programmed
Project #13 Key 21128 New	71024	ODOT	S30: CORRIDOR (MP 9.08 TO 17.68) US30: Watson Rd - Hoge Ave	New Combined Project Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.	<u>ADD AND COMBINE PROJECT:</u> The formal amendment re-adds Key 21128 into the 2021-26 MTIP and includes combining the scope and funding from Key 21779

AMENDMENT BUNDLE SUMMARY:

The October 2021 FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 13 projects. Composition of the amendment includes the following:

- Ten projects are being added or re-added to the MTIP for various reasons.
- Two of the new projects are Metro TSMO awarded projects
- Two new projects are planning/project development studies
- Four projects involve the construction of ADA compliant curbs and ramps
- Two projects are being combine using project scope and funds from previously obligated projects from the prior MTIP for increased delivery efficiencies

Coming Amendment Attractions for November:

In addition to the regular amendment bundle of projects, the November 2021 Formal Amendment is expected to include two large projects which will be submitted independently with their own resolution number. These project include


- 82nd Ave safety improvements project for Portland which is funded with \$80 million of American Relief Plan Act of 2021 funds
- Interstate 5 Bridge Replacement project for ODOT which will add \$36 million of funds supporting Preliminary Engineering for this bi-state improvement project. A preview from ODOT is included as part of the October 2021 TPAC agenda.

Below is a summary list of key acronyms used in the report:


- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- Cons = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- FTA = Federal Transit Administration
- HOPE = FTA "Helping Obtain Prosperity for Everyone" discretionary grant program
- HSIP = Federal Highway Safety Improvement Program funds
- ITS = Intelligent Transportation System
- LAL = ODOT Local Agency Liaison staff member
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- NHPP = Federal National Highway Performance Program funds appropriated to ODOT
- ODOT = Oregon Department of Transportation
- PE = Preliminary Engineering
- ROW/RW = Right of Way phase
- TIFIA = 2015 Redistribution of federal funds action allocated to ODOT
- TrAMS = FTA's Transit Award Management System
- TSMO = Transportation Systems Management and Operations
- STBG-U = A federal programmatic fund type code. STBG-U funds are appropriated to ODOT with a portion via formula

Projects 1: Transportation System Mgmt Operations/ITS (2020)	
Lead Agency:	Metro
ODOT Key Number:	20885 MTIP ID Number: 70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment splits \$846,333 of Metro STBG-U and commits them to the two new Portland TSMO projects being programmed as part of this amendment bundle. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 20885 is a project grouping bucket (PGB) containing annual RFFA Step 1 allocated funding supporting Metro's TSMO program. Metro completes periodic discretionary TSMO funding calls. When the awarded project is ready for MTIP and STIP programming, the awarded are split from the TSMO bucket (Key 20885) and committed to the new approved TSMO projects. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Split \$846,333 from Key 20885 and commit to the two new Portland's TSMO projects. The STBG funds will be committed as follows: <ul style="list-style-type: none"> ○ Traffic Signal Communications: \$227,196 of STBG plus match ○ Regional Traffic Signal System Performance Measures: \$619,137 of STBG plus match ○ Note: STBG = Federal Surface Transportation Block Grant funds • <u>Funding:</u> The funding for the TSMO project grouping bucket originates from the Regional Flexible Fund Allocation (RFFA) Step 1 annual allocation process • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: N/A – The TSMO PGB awards projects on a regional basis ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed. • <u>Air Conformity/Capacity Status:</u> Key 20885 is a project non capacity enhancing project grouping bucket. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects.

	<ul style="list-style-type: none">• <u>Regional Significance Status:</u> Not applicable• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: TBD○ MTIP Amendment Number: OC22-01-OCT○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for November 4, 2021.																																																												
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>Key 20885 is a project grouping bucket (PGB) containing annual RFFA Step 1 allocated funding supporting Metro’s TSMO program. Metro completes periodic discretionary TSMO funding calls. The awarded TSMO projects then complete required Pre-NEPA scoping actions to ensure delivery delays and obstacles are minimized. TSMO/ITS projects do not fit into the normal federal transportation delivery process. They often require additional time for scoping and to develop delivery steps. Once the order and requirements supporting concept of operations (ConOps), PE, Construction, and post construction/system test and evaluation requirements are understood, the project moves forward to be programmed in the MTIP and STIP. This helps minimize delivery delays and negative impacts to Metro’s annual obligation targets.</p> <p>Both newly awarded Portland TSMO projects have sufficiently completed a scope of work and are now ready for MTIP and STIP programming. Both are included as part of this amendment bundle.</p>																																																												
Additional Details:	<p>Key 20885 was moved out to FFY 2025 to avoid conflicts with the annual obligation targets. As Metro awards TSMO funds for ITS improvements, the funds are then committed to the awarded project and advanced to the applicable obligation year.</p> <table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Metro</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Transportation System Mgmt Operations/ITS (2020)</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>20885</td><td colspan="4" rowspan="3">Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)</td><td rowspan="3">Transportation System Management Operations</td></tr><tr><td>MTIP ID</td><td>70875</td></tr><tr><td>RTP ID</td><td>11104</td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Other</td><td>2025</td><td>STBG-URBAN</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr><tr><td colspan="3">FY 21-26 Totals</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr><tr><td colspan="3">Estimated Project Cost (YOE5)</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr></table>	LEAD AGENCY		Metro					PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)					Project IDs		Project Description				Project Type	ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)				Transportation System Management Operations	MTIP ID	70875	RTP ID	11104	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2025	STBG-URBAN	\$1,510,851	\$172,924	\$0	\$1,683,775	FY 21-26 Totals			\$1,510,851	\$172,924	\$0	\$1,683,775	Estimated Project Cost (YOE5)			\$1,510,851	\$172,924	\$0	\$1,683,775
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Why a Formal amendment is required?	Adding Portland’s new TSMO projects requires a formal amendment. The action to split the funds from Key 20885 directly supports this action and is considered tied to the formal amendment for Portland’s new TSMO projects.																																																												
Total Programmed Amount:	Key 20885 decreases in programmed STBG and matching funds from a total of \$1,683,775 to \$740,575																																																												
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Project 2	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave (New Project)		
Lead Agency:	Portland		
ODOT Key Number:	New - TBD	MTIP ID Number:	New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the new Metro awarded TSMO project for Portland. The TSMO award is \$227,196 of federal Surface Transportation Block Grant (STBG) plus match and originate from Key 20885. The project will provide signal communication improvements for up to seven locations on Holgate Blvd and 92nd Ave. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists • <u>Source:</u> New project. • <u>Amendment Action:</u> Add new Metro awarded TSMO project. • <u>Funding:</u> The funding originates from the Metro 2019-21 TSMO project funding call. The awarded funds are federal STBG allocated through Metro and are identified by the programmatic fund type code of STBG-U. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On Holgate Blvd and 92nd Ave near I-205 ○ Cross Street Limits: <ul style="list-style-type: none"> ▪ On Holgate Blvd: Approximately SE 72nd Ave east to 112th Ave ▪ On 92nd Ave: Approximately SE Harold St north to SE 91st Pl ○ Overall Mile Post Limits: N/A <div data-bbox="570 1486 1052 1766">  <p>The blue dots represent the signalized locations without communications today. This project aims to add communications to these signals in this high needs area.</p> </div> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		

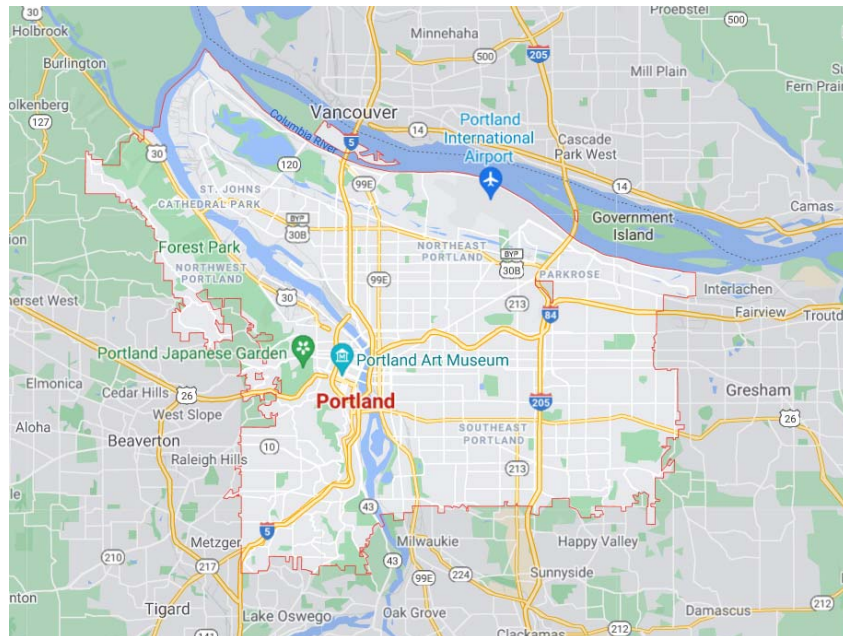
	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> Yes. The project is considered regionally significant as it has federal funds and is located on a Regional Bikeway defined arterial in the Metro Bicycle modeling network and a Pedestrian Parkway (Holgate Blvd portion) in the Metro Pedestrian modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Metro TSMO awarded project to the 2021-26 MTIP. STBG funding originates from the TSMO project grouping bucket in Key 20885.</p>
Additional Details:	<p>This project is a foundational investment in traffic signal controller communication on two of our region's arterial streets, allowing us to address the region's equity, safety, climate, and congestion goals. Installing network communications to the two corridors, SE 92nd Ave and SE Holgate Blvd will help the region advance in the following areas:</p> <ul style="list-style-type: none"> • Make it easier to maintain the traffic signal timing, operations, and coordination from anywhere • Improve the proactive nature of our work in regards to signal timing, operations, and maintenance to better serve our community • Build a foundation for advanced applications including: <ul style="list-style-type: none"> ○ Automated traffic signal performance measures (ATSPMs) that can help us identify and address operational and safety concerns. ○ Next-Generation Transit Signal Priority (NextGen TSP) that can help us meet our climate goals. ○ Other connected vehicle applications such as central emergency preemption.
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.</p>

Total Programmed Amount:	The federal award is \$227,196 plus a required local match of \$26,004 for a total programming amount of \$253,200.																				
Added Notes:	<p style="text-align: center;">Metro TSMO Funding Award Letter Summary</p> <div style="text-align: right;">  Metro 600 NE Grand Ave. Portland, OR 97232-2736 </div> <p>Memo</p> <p>Date: Jan. 2, 2020 To: TPAC and Interested Parties From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner Subject: TSMO Sub-allocation for FFY19-21</p> <hr/> <p>Memo Purpose Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).</p> <p>Overview TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.</p> <table border="1"> <thead> <tr> <th>Lead agency</th> <th>Project name</th> <th>Project type</th> <th>TSMO Federal Portion</th> </tr> </thead> <tbody> <tr> <td>City of Portland</td> <td>Traffic Signal Communications</td> <td>Data communications through fiber optics</td> <td>\$227,196</td> </tr> <tr> <td>City of Portland</td> <td>Local Traffic Signal Controller Replacement</td> <td>ATCs</td> <td>\$840,435</td> </tr> <tr> <td>City of Portland</td> <td>Regional Traffic Signal System Performance Measures</td> <td>Traffic Signal Performance Measures for Active Transportation</td> <td>\$619,137</td> </tr> <tr> <td>Clackamas County</td> <td>Clackamas County Regional ATC controller & Signal Optimization Project</td> <td>ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville</td> <td>\$735,878</td> </tr> </tbody> </table> <p>The complete Metro award letter is included as Attachment 1</p>	Lead agency	Project name	Project type	TSMO Federal Portion	City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196	City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435	City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137	Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
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Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878																		

Project 3	Portland Traffic Signal Performance Measures Development & Eval (New Project)		
Lead Agency:	Portland		
ODOT Key Number:	New - TBD	MTIP ID Number:	New - TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> Quick Amendment Summary: The amendment adds the new Metro awarded TSMO project for Portland. The TSMO award is \$619,137 of federal Surface Transportation Block Grant (STBG) plus required match and originates from Key 20885. The project will develop and validate new required Automated Traffic Signal 		

Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.

- Metro UPWP Project: No
- Proposed improvements: Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.
- Source: **New project.**
- Amendment Action: Add new TSMO awarded project to the MTIP
- Funding:
The funding originates from the Metro 2019-21 TSMO project funding call. The awarded funds are federal STBG allocated through Metro and are identified by the programmatic fund type code of STBG-U.
- Location, Limits and Mile Posts:
 - Location: Across Portland (Portland region-wide)
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A



- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic

	<p>control devices and operating assistance other than signalization projects.</p> <ul style="list-style-type: none"> • <u>Regional Significance Status:</u> Yes. The project is considered regionally significant as it has federal funds and will impact locations in the Metro Motor Vehicle modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Metro TSMO awarded project to the 2021-26 MTIP. STBG funding originates from the TSMO project grouping bucket in Key 20885. The project will focus on the development and evaluation of new required ATSPMs supporting traffic signal controllers which will then be used to create metrics that can help optimize operations and streamline maintenance to evaluate signal performance providing motorists improved mobility, efficiency, and safety.</p>
Additional Details:	<p>The project is comprised of a four-point delivery structure which includes:</p> <ul style="list-style-type: none"> • Planning: <ul style="list-style-type: none"> ○ Conduct a series of meetings to assess stakeholder needs (PBOT Signals and Street Lighting (SSL), ODOT, TriMet, etc.). Needs should be identified at the intersection, corridor, and district levels. ○ Evaluate the existing ATSPM system to identify gaps and determine system requirements to achieve stakeholder needs. ○ Determine if any metrics require additional data sources (e.g., probe data) or event codes. ○ Evaluate whether the new metrics will be programmed as additional reports or as an independent dashboard using the underlying database. ○ Develop use cases that describe what data (information) will be generated and what actions will be taken based on that information, who will take action, and how it will be further evaluated. ○ Assess applicability of the performance measures for improving operations. • Development: <ul style="list-style-type: none"> ○ Identify data inputs (sources) that can be used for multimodal performance measurement.

	<ul style="list-style-type: none"> ○ Identify desired event codes and coordinate with the controller vendor to add. This list of event codes should be shared with the Enhanced Traffic Signal Performance Measures Pooled Fund Study that is updating event codes for all vendors. ○ Using available event codes cited in the Indiana Traffic Signal Hi Resolution Data Logger Enumerations and any added by the controller vendor, develop calculations for performance measures. ○ Program the calculations into visual charts using the selected coding method. <ul style="list-style-type: none"> • Verification and Integration: <ul style="list-style-type: none"> ○ Configure signalized intersections with TSP, rail preemption, pedestrian detection, and/or bicycle detection into the ATSPM system at up to 10 intersections. ○ Locations should be selected in coordination with ongoing projects and technology installations. • Deployment and Evaluation <ul style="list-style-type: none"> ○ Use the metrics to evaluate operations and safety of transit, pedestrians, and bicyclists at the available intersections. ○ Recommend adjustments that could improve conditions and help address the following: <ul style="list-style-type: none"> ▪ Are there signal timing adjustments that would optimize TSP? ▪ Are there signal timing adjustments that would optimize operations before/during preemption? ▪ Should signal timing strategies be considered to separate pedestrians from other modes (i.e. protected turns, LPIs, etc.)? ▪ Should signal timing strategies be considered to separate bicyclists from other modes (i.e. protected turns, LBI, etc.)? ▪ Are there signal timing adjustments that would reduce variability in speeds?
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The federal award is \$619,136 plus a required local match of \$70,863 for a total programming amount of \$690,000
Added Notes:	The Metro TSMO Funding Award Letter Summary is shown on the next page. The complete award letter is included as Attachment 1

Memo



Date: Jan. 2, 2020
 To: TPAC and Interested Parties
 From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
 Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878

Project 4		Tualatin Valley Hwy Transit & Development Project (New Project)	
Lead Agency:	Metro		
ODOT Key Number:	New TBD	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The formal amendment adds the new planning project to the MTIP which will lead to the development of a preferred alignment for future construction of pedestrian improvements along the OR8 corridor.		
	<ul style="list-style-type: none"><u>Metro UPWP Project:</u> Yes<u>Proposed improvements:</u> The planning is intended to be a a two-year study through the OR8 corridor between Beaverton and Forest Grove in Washington County and will complete various corridor development planning activities including developing an equitable development strategy (EDS) and a		


locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements.

- Source: **New project.**
- Amendment Action: Add the new project to the 2021-26 MTIP enabling it to move forward and obtain its FTA Transit Award Management System (TrAMS) grant approval for the awarded FTA HOP
- Funding:
The funding for the project consists of federal Metro allocated STBG funds from the UPWP program totaling \$690,918, and a FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant totaling \$850,000. Local matching and overmatching funds from Metro and Washington County have been committed as well. Including local funds, the total project funding commitment totals \$2,523,723 supporting the two-year study.
- FTA Conversion Code: 5307 for the STBG funds. The STBG funds will require flex-transfer to FTA. Note: The HOPE grant is being programmed using the "FTA Other" programmatic fund type code for the project. The project is expected to move through the FTA expenditure process and utilize the FTA Transit Award Management System (TrAMS) to obligate and expend the federal funds.
- Location, Limits and Mile Posts:
 - Location: Along and through the OR8 Corridor from
 - Cross Street Limits: Approximately OR8/US26 in the east and then west through the OR8 corridor to OR47 in Forest Grove
 - Overall Mile Post Limits: Not stated




- Current Status Code: 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed.
- Air Conformity/Capacity Status:
The Tualatin Valley Hwy Transit & Development Project is a planning project and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies

	<ul style="list-style-type: none"> • <u>Regional Significance Status:</u> Yes.as a planning project. The projects contains federal funds, impacts the State Highway System , focuses on a major corridor, and will support ongoing efforts to improve pedestrian travel modes and mobility improvements • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The Tualatin Valley Hwy Transit & Development Project is an approved SFY 2022 Metro approved UPWP project. Because of the inclusion of FTA based federal funds via the HOPE grant the project will progress through the FTA expenditure approval process involving TrAMS. A flex transfer of the awarded STBG funds to FTA will be required.</p> <p>The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County</p> <p>The project's first major task was to establish a steering committee that includes elected officials and community- based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern</p> <p>For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.</p> <p>Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.</p>
Additional Details:	Shown on the next page is a summary of the FTA HOPE grant for reference

	<div data-bbox="509 247 1382 422">  <p>Helping Obtain Prosperity for Everyone (HOPE) Program NOFO</p> </div> <div data-bbox="477 443 607 474"> <p><u>Overview</u></p> </div> <div data-bbox="477 510 1409 747"> <p>Rural transportation networks play a vital role in supporting our national economic vitality. In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty.</p> </div> <div data-bbox="477 783 1409 1121"> <p>HOPE supports planning, engineering and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. It will also support coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment. An area of persistent poverty is a county with 20% or more of the population living in poverty over the 30 years preceding the date of enactment of the Further Consolidated Appropriations Act, 2020, or December 20, 2019, as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates.</p> </div> <div data-bbox="477 1157 618 1188"> <p><u>Objectives</u></p> </div> <div data-bbox="477 1224 1398 1329"> <p>The HOPE Program supports projects that will improve transit services or facilities in areas of persistent poverty through planning, engineering, or development of technical, or financing plans for projects.</p> </div> <div data-bbox="477 1365 1365 1430"> <p>Applicants are encouraged to work with non-profits or other entities of their choosing to develop an eligible project.</p> </div> <div data-bbox="477 1465 1357 1604"> <p>The HOPE Program is intended to help areas of persistent poverty:</p> <ul style="list-style-type: none"> • Reduce fatality rates on rural transportation infrastructure • Increase access to jobs and healthcare through enhanced transit options and improved facilities </div>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO MTIP and STIP amendment Matrix, adding a new project to the MTIP requires a formal/full amendment
Total Programmed Amount:	The programmed amount total for the project includes \$1,540,918 federal funds \$0 state funds, and \$982,805 of local funds for a total programmed amount of \$2,523,723
Added Notes:	<p>Sub-attachments that follow include:</p> <ul style="list-style-type: none"> - FTA HOPE Grant award letter summary - Project Location exhibit

Project 5		Westside Trail Project Refinement (New Project – Project Development)																																																															
Lead Agency:	Tualatin Hills Parks and Recreation District (THPRD)																																																																
ODOT Key Number:	22475	MTIP ID Number:	New TBD																																																														
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The formal amendment adds the ODOT awarded project from the 2021-24 Oregon Community Paths Program with a federal award of \$572,477 to THPRD to complete study/project development actions supporting trail sections #14-18 of the Western Train Master Plan. <p>Added note; the grant award is \$572,477 and not 527,477 as shown in the OTC grant award list. ODOT has corrected the discrepancy</p> <ul style="list-style-type: none"> Metro UPWP Project: No. The primary scope of work appears to focus in project development Pre-NEPA/Pre PE phase requirements to enable the project to move directly forward into the PE phase after completion of the refinement study. This makes the project more of project development action which is not considered part of the UPWP. The ODOT Local Agency Liaison (LAL) will assess the scope of work and provide Metro with any required programming changes. Proposed improvements: The planning project will complete a refinement study to lay the foundation for closing a critical 2.3 mile gap in the Westside Trail (SW Walker Rd and NW Kaiser Rd) in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail. Source: New project. Amendment Action: Add the new planning study to the 2021-26 MTIP. Funding: The funding for the project was awarded funding from the ODOT 2021-24 Oregon Community Paths Program. The grant award is federal and is expected to be sourced from State Transportation Alternatives (TA). 																																																																
	<p align="center">Oregon Community Paths Program (Page 1 of 2) Recommended Oregon Community Paths Projects for Approval</p> <table border="1"> <thead> <tr> <th>Project Priority</th> <th>Applicant</th> <th>Project Title</th> <th>Project Type</th> <th>Requested Funding</th> <th>Funds requested</th> <th>Local Match</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Wasco County (NWCPRD)</td> <td>Mill Creek Greenway</td> <td>Construction</td> <td>Federal</td> <td>\$2,624,206</td> <td>\$300,352</td> </tr> <tr> <td>2</td> <td>ASHLAND PARKS AND RECREATION COMMISSION</td> <td>Kestrel Park Bridge - Bear Creek Greenway Extension</td> <td>Construction</td> <td>Federal</td> <td>\$498,002</td> <td>\$56,999</td> </tr> <tr> <td>3</td> <td>Astoria, City of</td> <td>Riverwalk Trail Continuation of Lighting East for Increased Pedestrian Use and Safety</td> <td>Construction</td> <td>Federal</td> <td>\$844,843</td> <td>\$96,696</td> </tr> <tr> <td>4</td> <td>City of Tualatin</td> <td>Tualatin River Greenway Trail Extension</td> <td>Construction</td> <td>MAT Fund</td> <td>\$1,055,899</td> <td>\$452,528</td> </tr> <tr> <td>5</td> <td>City of Hermiston</td> <td>Belt Park Greenway Trail</td> <td>Construction</td> <td>Federal</td> <td>\$266,498</td> <td>\$30,502</td> </tr> <tr> <td>6</td> <td>City of Independence</td> <td>South Willamette River Trail Refinement</td> <td>Project Refinement</td> <td>Federal</td> <td>\$107,676</td> <td>\$12,324</td> </tr> <tr> <td>7</td> <td>Tualatin Hills Park & Recreation District</td> <td>Westside Trail Segments 14-18 Master Plan (Preferred Alignment)</td> <td>Project Refinement</td> <td>Federal</td> <td>\$572,477</td> <td>\$65,523</td> </tr> <tr> <td>8</td> <td>Salmonberry Trail Foundation/Bookeenoo Beach</td> <td>Bookeenoo Beach</td> <td>Construction</td> <td>Federal</td> <td>\$1,476,882</td> <td>\$180,844</td> </tr> </tbody> </table> <p align="center">Grant award is \$572,477 and not 527,477</p>			Project Priority	Applicant	Project Title	Project Type	Requested Funding	Funds requested	Local Match	1	Wasco County (NWCPRD)	Mill Creek Greenway	Construction	Federal	\$2,624,206	\$300,352	2	ASHLAND PARKS AND RECREATION COMMISSION	Kestrel Park Bridge - Bear Creek Greenway Extension	Construction	Federal	\$498,002	\$56,999	3	Astoria, City of	Riverwalk Trail Continuation of Lighting East for Increased Pedestrian Use and Safety	Construction	Federal	\$844,843	\$96,696	4	City of Tualatin	Tualatin River Greenway Trail Extension	Construction	MAT Fund	\$1,055,899	\$452,528	5	City of Hermiston	Belt Park Greenway Trail	Construction	Federal	\$266,498	\$30,502	6	City of Independence	South Willamette River Trail Refinement	Project Refinement	Federal	\$107,676	\$12,324	7	Tualatin Hills Park & Recreation District	Westside Trail Segments 14-18 Master Plan (Preferred Alignment)	Project Refinement	Federal	\$572,477	\$65,523	8	Salmonberry Trail Foundation/Bookeenoo Beach	Bookeenoo Beach	Construction	Federal	\$1,476,882
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	<ul style="list-style-type: none"> • <u>FTA Conversion Code:</u> N/A – Does not apply • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In Washington County east of Hillsboro ○ Cross Street Limits: Approximately on NW Walker Rd at 185th Ave south of US26 and then north to NW Kaiser Rd connecting into Segment 18 of the Westside Trail ○ Overall Mile Post Limits: Not applicable  <ul style="list-style-type: none"> • <u>Current Status Code:</u> 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed. • <u>Air Conformity/Capacity Status:</u> The Westside Trail Project Refinement project study is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. Some project development activities may be included as deemed are eligible under the Pre-NEPA, Pre-PE phase requirements (e.g. design up to 30%, development of preliminary cost assessments, etc.). The activities do not impact the exemption status. • <u>Regional Significance Status:</u> Yes as a planning project to improve pedestrian travel modes and mobility improvements. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0991 ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes, May 2021. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the OTC approved project from the 2021-24 Oregon Community Paths Program. The grant award is \$572,477.</p> <p>The Westside Trail will be a 25-mile multi-use regional path that will connect communities from King City to Portland. Already almost 8 miles of the trail are complete in Tualatin Hills Park & Recreation District. THPRD is proposing a project refinement study that will lay the foundation for closing a critical 2.3-mile trail gap in a highly urbanized area. The proposed study will identify the preferred alignment and master plan for the remaining portions of Westside Trail Segments 14-18.</p>

Additional Details:	Oregon's Community Paths (OCP) program is a new competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. Off-system facilities are multi-use paths or trails that serve a transportation function. Examples include a path along a greenway, on an old rail line, between housing developments or areas that are not otherwise within the public road right-of-way. These facilities provide high quality, safe and comfortable walking and biking within and between communities. The program is funded by both state and federal funding sources. OTC approved the recommended funding awards during their May 2021 meeting.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO MTIP and STIP amendment Matrix, adding a new project to the MTIP requires a formal/full amendment
Total Programmed Amount:	The programmed amount total for the project includes \$572,477 federal funds and a local match of \$65,523 of local funds for a total programmed amount of \$638,000.
Added Notes:	Included as attachment 2 is the OTC item staff report

Oregon Community Paths Program (Page 1 of 2)

Recommended Oregon Community Paths Projects for Approval

Project Priority	Applicant	Project Title	Project Type	Requested Funding	Funds requested	Local Match
1	Wasco County (NWCPRD)	Mill Creek Greenway	Construction	Federal	\$2,624,206	\$300,352
2	ASHLAND PARKS AND RECREATION COMMISSION	Kestrel Park Bridge - Bear Creek Greenway Extension	Construction	Federal	\$498,002	\$56,999
3	Astoria, City of	Riverwalk Trail Continuation of Lighting East for Increased Pedestrian Use and Safety	Construction	Federal	\$844,843	\$96,696
4	City of Tualatin	Tualatin River Greenway Trail Extension	Construction	MAT Fund	\$1,055,899	\$452,528
5	City of Hermiston	Belt Park Greenway Trail	Construction	Federal	\$266,498	\$30,502
6	City of Independence	South Willamette River Trail Refinement	Project Refinement	Federal	\$107,676	\$12,324
7	Tualatin Hills Park & Recreation District	Westside Trail Segments 14-18 Master Plan (Preferred Alignment)	Project Refinement	Federal	\$527,477 \$572,477	\$65,523
8	Salmonberry Trail Foundation/ Rockaway Beach	Rockaway Beach	Construction	Federal	\$1,576,556	\$180,444
9	City of Eugene	Eugene Berkeley Park Path	Construction	Federal	\$490,666	\$56,159
10	Corvallis, City of	Tunison Community Path	Project Refinement	Federal	\$497,104	\$56,896
11	Madras, City of	Juniper Hills to Madras East Trails Multiuse Connection Project	Construction	MAT Fund	\$168,000	\$72,000
12	City of Chiloquin	Chiloquin Community Safe and Healthy Connections	Construction	Federal	\$456,300	\$52,225
13	Washington County LU&T	Reedville Trail	Construction	MAT Fund	\$1,542,800	\$661,200
14	City of La Grande	City of La Grande Critical Link Project Refinement	Project Refinement	Federal	\$134,595	\$15,405
15	City of Ontario	Ontario North-South Connector	Project Refinement	Federal	\$67,298	\$7,703
16	Confederated Tribes of the Umatilla Indian Reservation	Tribal Services Center Access Path	Construction	MAT Fund	\$192,349	\$82,435
17	City of Warrenton	Tansy Point Connection NW 11th Path	Project Refinement	Federal	\$93,319	\$10,681

Note: The funding award for THPRD is \$572,477 and not \$527,477 as listed in the funding chart above

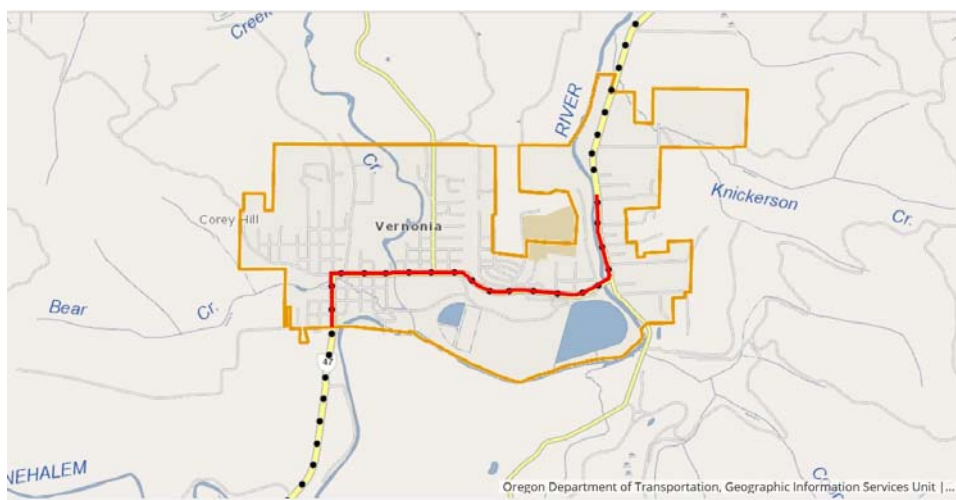
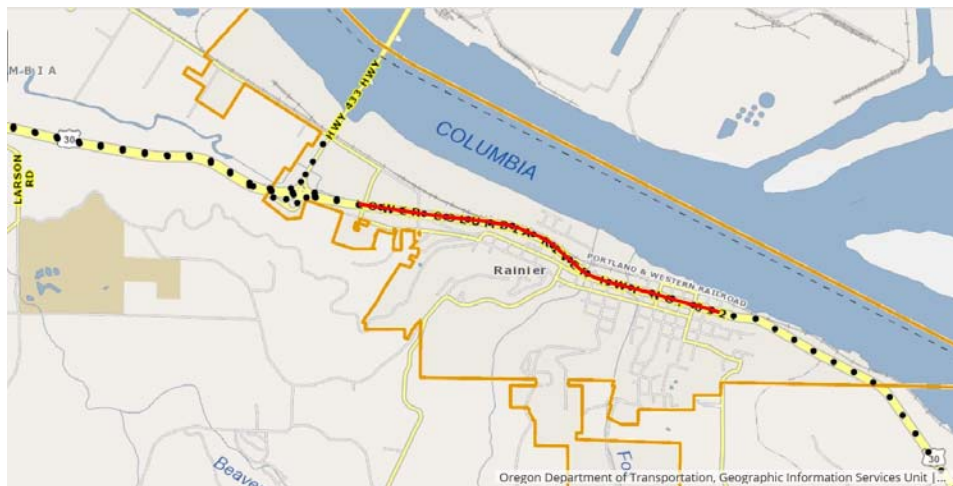
Project 6	OR47/OR8/US30 Curb Ramps (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22435	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project programming totals \$6,330,298 and will provide ADA standard curbs and ramps long multiple locations on OR47, US30 and OR8. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP. • <u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project is \$5,860,176 • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: OR47, OR8, and US30 at approximately 22 identified site locations. ○ Cross Street Limits: Various ○ Overall Mile Post Limits: <ul style="list-style-type: none"> ▪ OR47 = MP 17.88 to MP 90.59 ▪ US30 = 46.66 to MP 48.40 • <u>Current Status Code:</u> 3 = (PE) Preliminary Engineering (NEPA) activities initiated • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature. 		

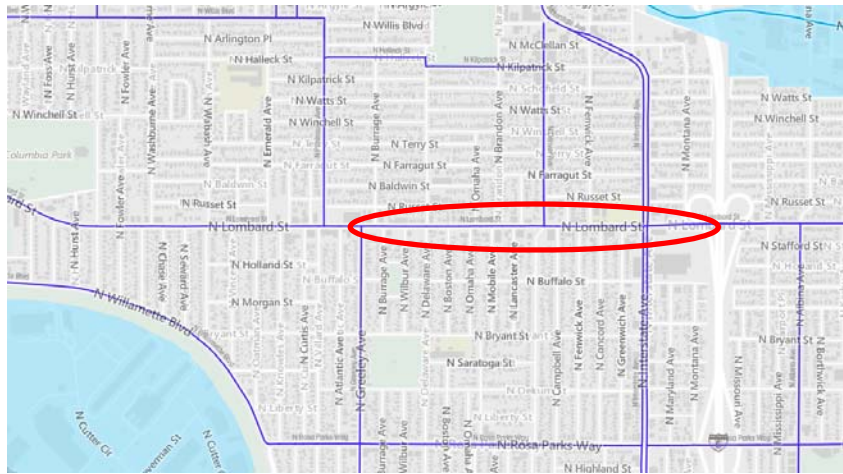
	<ul style="list-style-type: none">● <u>Regional Significance Status:</u> Yes. The project includes federal funds and is located on various locations in the Motor Vehicle modeling network● <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: 21-24-0786○ MTIP Amendment Number:OC22-01-OCT○ OTC approval required: Yes.○ Metro approval date: Tentatively scheduled for November 4, 2021																																																																																								
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. It is one of several similar ADA curbs and ramps project ODOT is moving forward towards construction. Three additional ADA curbs and ramps projects are included in this amendment bundle.</p> <p>The project was originally submitted in May, but sipped through the programming process. ODOT’s delivery timing targeted a PE obligation before the end of FY 2021. Consultation with FHWA occurred and a programming exception was requested. Since the projects is a non-capacity enhancing project focused on safety improvements, and is exempt for air quality conformity analysis, FHWA granted a programming exception allowing the PE to move forward and be obligated at the end of FFY 2021 without the project being programmed. The October Formal Amendment completes the programming action for the ADA improvement project. OTC approval was originally required for the project which occurred back in March of 2021. Several of the site locations are outside of Metro’s MPA Planning Boundary.</p>																																																																																								
Additional Details:	<p>Identified project locations are shown below:</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>17.88</td><td>19.38</td><td>1.50</td><td></td><td>FOREST GROVE</td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>20.21</td><td>20.29</td><td>0.08</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.95</td><td>19.96</td><td>0.01</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.44</td><td>19.56</td><td>0.12</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.39</td><td>19.43</td><td>0.04</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>20.30</td><td>20.40</td><td>0.10</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>21.08</td><td>21.60</td><td>0.52</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.97</td><td>20.20</td><td>0.23</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.57</td><td>19.94</td><td>0.37</td><td></td><td></td><td>WASHINGTON</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	OR-47	029 TUALATIN VALLEY HIGHWAY	17.88	19.38	1.50		FOREST GROVE	WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	20.21	20.29	0.08			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.95	19.96	0.01			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.44	19.56	0.12			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.39	19.43	0.04			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	20.30	20.40	0.10			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	21.08	21.60	0.52			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.97	20.20	0.23			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.57	19.94	0.37			WASHINGTON
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	OR-47	029 TUALATIN VALLEY HIGHWAY	25.37	25.71	0.34		GASTON	WASHINGTON
	OR-47	029 TUALATIN VALLEY HIGHWAY	25.73	26.54	0.81			YAMHILL
	OR-47	029 TUALATIN VALLEY HIGHWAY	25.72	25.72	0.00			YAMHILL
	OR-47	102 NEHALEM	88.68	88.70	0.02			WASHINGTON
	OR-47	102 NEHALEM	88.62	88.66	0.04			WASHINGTON
	OR-47	102 NEHALEM	88.67	88.80	0.13			WASHINGTON
	OR-47	102 NEHALEM	88.81	90.15	1.34			WASHINGTON
	OR-47	102 NEHALEM	88.02	88.52	0.50			WASHINGTON
	OR-47	102 NEHALEM	88.54	88.61	0.07			WASHINGTON
	OR-47	102 NEHALEM	90.16	90.59	0.43		FOREST GROVE	WASHINGTON
	OR-47	102 NEHALEM	88.53	88.53	0.00			WASHINGTON
	OR-47	102 NEHALEM	60.87	62.77	1.90		VERNONIA	COLUMBIA
	US-30	092 LOWER COLUMBIA RIVER	46.66	48.40	1.74		RAINIER	COLUMBIA
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.							
Total Programmed Amount:	\$5,680,176 represent the federal fund contribution with \$650,122 of State funds representing the matching contribution. The total programmed amount is \$6,330,298							
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report							

Project Location References are shown below with planned improvement site locations in red.





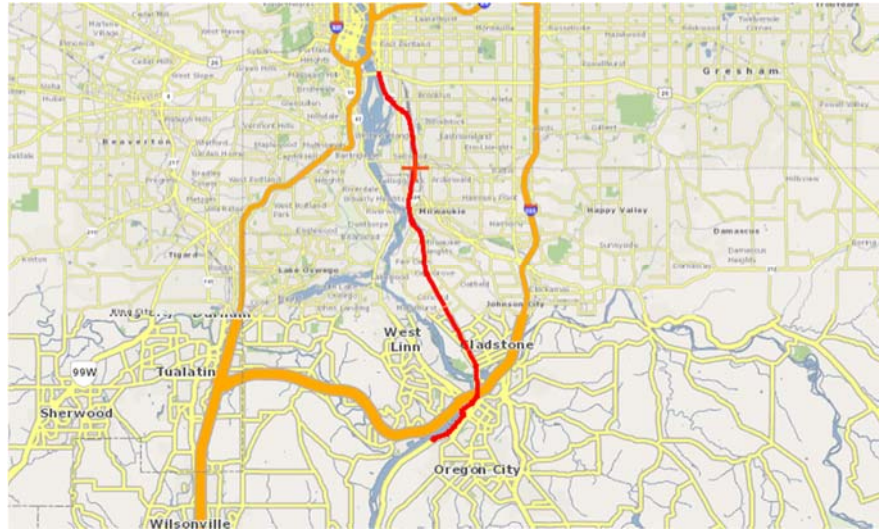
Project 7	US30BY Curb Ramps Group A: N Greeley Ave - I-5 (Portland) (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22468	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on US30 BY. The programming totals \$2,220,000 and will provide ADA standard curbs and ramp improvements. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP. • <u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$1,992,007 • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: US30BY in MW Portland ○ Cross Street Limits: North Greeley Ave to I-5 ○ Overall Mile Post Limits: US30BY = MP 4.50 to MP 5.35 		
			

	<ul style="list-style-type: none">• Current Status Code: 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).• Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.• Regional Significance Status: Yes. The project includes federal funds and is located on US30BY is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network• Amendment ID and Approval Estimates:<ul style="list-style-type: none">○ STIP Amendment Number: 21-24-0956○ MTIP Amendment Number:OC22-01-OCT○ OTC approval required: Yes.○ Metro approval date: Tentatively scheduled for November 4, 2021																																								
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.</p> <p>ODOT’s ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22469 and 22470 are ADA implementation projects resulting from the PE work completed in Key 22204.</p> <p>These specific ADA curb and ramp improvements are planned on US30BY between Greeley Ave and I-5.</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>5.33</td><td>5.35</td><td>0.02</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>4.50</td><td>5.31</td><td>0.81</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>5.32</td><td>5.32</td><td>0.00</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	US-30BY	123 NORTHEAST PORTLAND	5.33	5.35	0.02		PORTLAND	MULTNOMAH	US-30BY	123 NORTHEAST PORTLAND	4.50	5.31	0.81		PORTLAND	MULTNOMAH	US-30BY	123 NORTHEAST PORTLAND	5.32	5.32	0.00		PORTLAND	MULTNOMAH
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US-30BY	123 NORTHEAST PORTLAND	5.32	5.32	0.00		PORTLAND	MULTNOMAH																																		
Additional Details:	<p>ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with</p>																																								

	<p>disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.</p> <p>Key 22468 is the result of the above settlement.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.
Total Programmed Amount:	\$1,992,007 represents the federal fund contribution with \$227,993 of State funds representing the matching contribution. The total programmed amount is \$2,220,000
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report

Project 8		OR99E Curb Ramps Group A: SE Woodward St -Oregon City (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22469	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on OR99E from southern Portland to Oregon City. The programing totals \$5,335,000 and will provide ADA standard curbs and ramp improvements.<u>Metro UPWP Project:</u> No<u>Proposed improvements:</u> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E to reduce mobility barriers and make state highways more accessible to disabled persons<u>Source:</u> New project.<u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP.<u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$4,787,095.<u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none">Location: OR99E from southern Portland to Oregon CityCross Street Limits: On OR99E from approximately South Woodward St in southeastern Portland to 5th St in Oregon City		

- Overall Mile Post Limits: OR99E = MP 1.45 to MP 13.89



- Current Status Code: 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes. The project includes federal funds and is located on OR99E is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-0957
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: Yes.
 - Metro approval date: Tentatively scheduled for November 4, 2021

AMENDMENT ACTION: ADD NEW PROJECT

What is changing?

The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.

ODOT’s ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22468 and

22470 are ADA implementation projects resulting from the PE work completed in Key 22204.

These specific ADA curb and ramp improvements are planned on OR 99E between SE Woodward Ave and about 5th St in Oregon City

Locations							
Route	Highway	MP Begin	MP End	Length	Street	City	County
OR-99E	081 PACIFIC HWY EAST	1.45	2.33	0.88		PORTLAND	MULTNOMAH
OR-99E	081 PACIFIC HWY EAST	2.34	4.57	2.23		PORTLAND	MULTNOMAH
OR-99E	081 PACIFIC HWY EAST	4.59	5.71	1.12		MILWAUKIE	CLACKAMAS
OR-99E	081 PACIFIC HWY EAST	4.58	4.58	0.00		PORTLAND	MULTNOMAH
OR-99E	081 PACIFIC HWY EAST	13.89	5.71	8.18		MILWAUKIE	CLACKAMAS
OR-99E	081 PACIFIC HWY EAST	13.89	5.71	8.18		OREGON CITY	CLACKAMAS

Additional Details:

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

Key 22469 is the result of the above settlement.

Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.

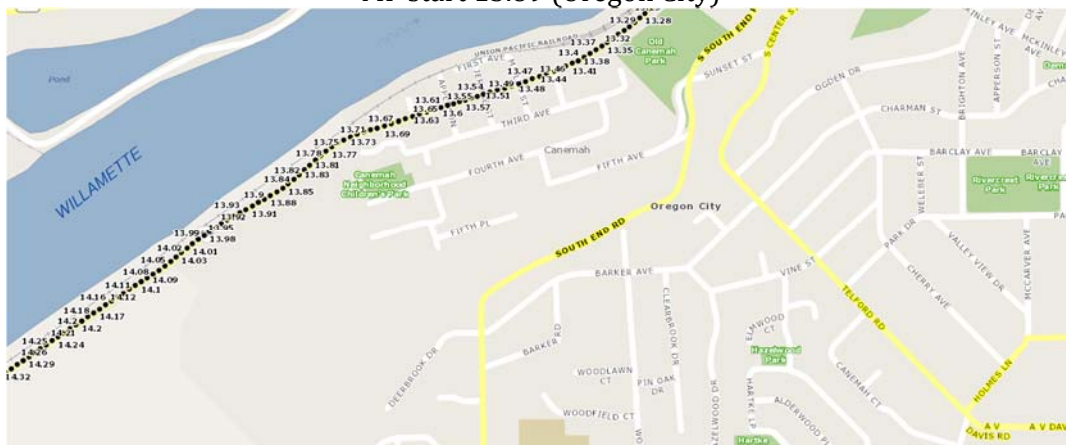
Total Programmed Amount:

\$4,787,095 represents the federal fund contribution with \$547,905 of State funds representing the matching contribution. The total programmed amount is \$5,335,000

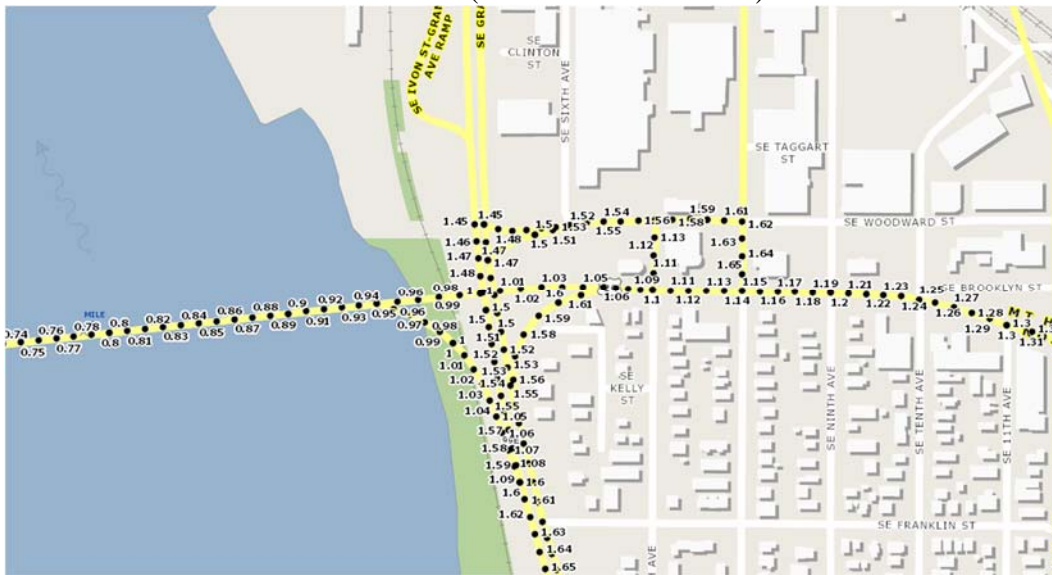
Added Notes:

Included for reference as Attachment 3 is the OTC ADA item staff report. Expanded site location maps are shown below.

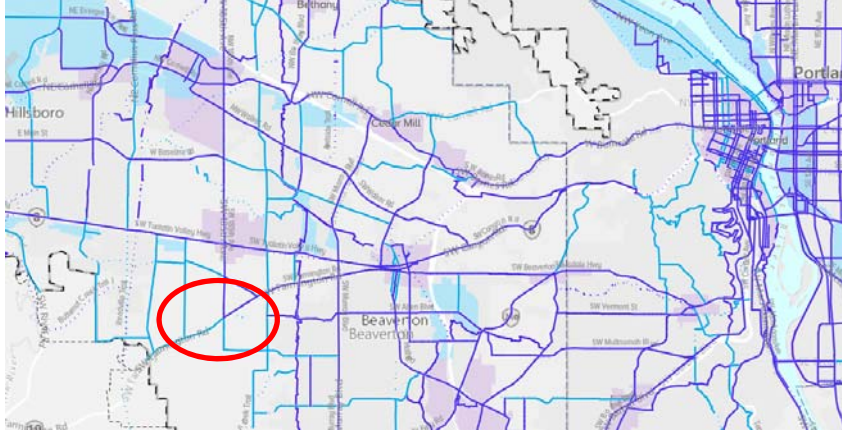
K22469 OR 99E 13.89 to 1.45
MP start 13.89 (Oregon City)



MP end 1.45 (southeastern Portland)

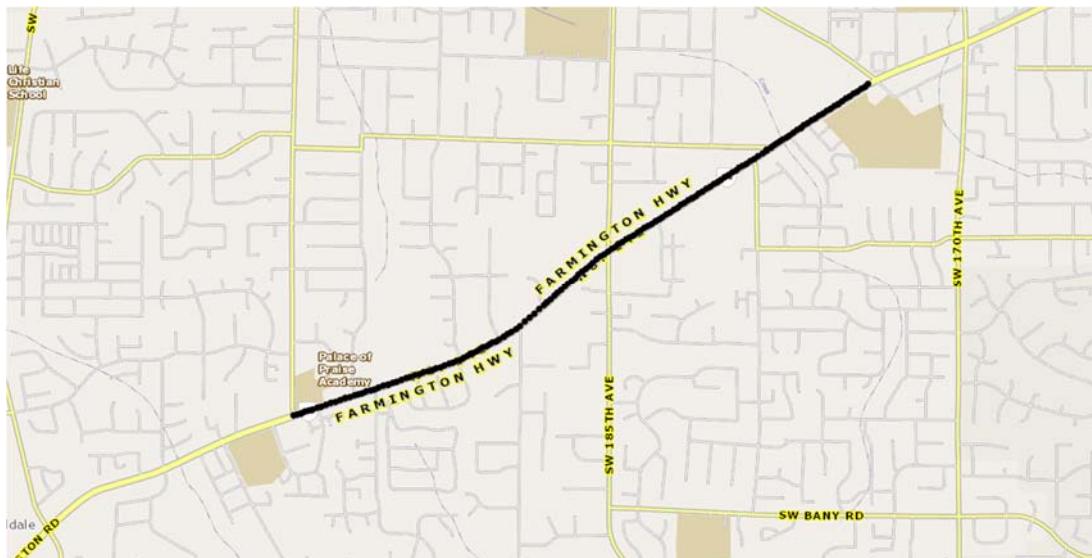


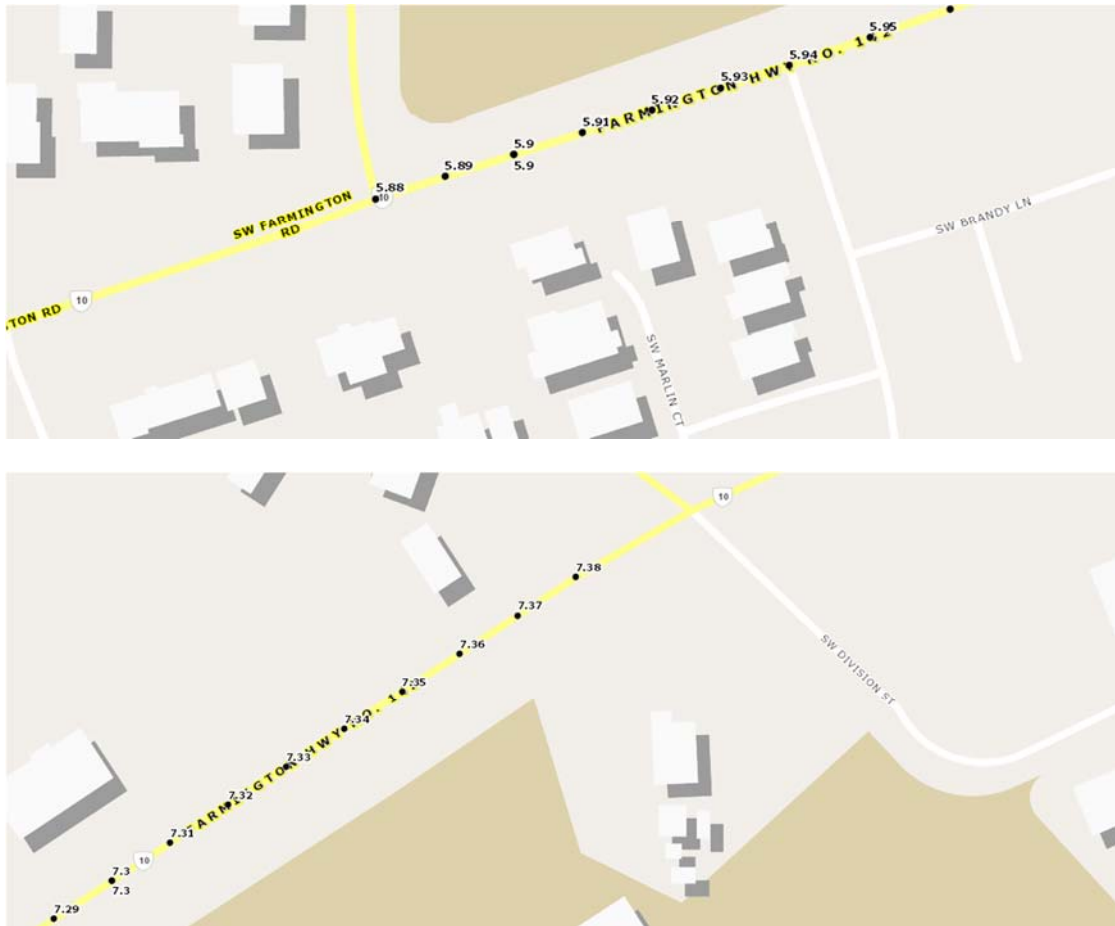
Project 9		OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22470	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on OR10 from SW 198th Ave to Kinnaman Rd. The programing totals \$1,794,000 and will provide ADA standard curbs and ramp improvements.<u>Metro UPWP Project:</u> No<u>Proposed improvements:</u> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR10 to reduce mobility barriers and make state highways more accessible to disabled persons<u>Source:</u> New project.<u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP.<u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$1,609,756.		

	<ul style="list-style-type: none"> • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On OR10 west of Beaverton ○ Cross Street Limits: Between SW 198th Ave and Kinniman Rd ○ Mile Post Limits: OR99E = MP 5.88 to MP 7.38  <ul style="list-style-type: none"> • <u>Current Status Code:</u> 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> Yes. The project includes federal funds and is located on OR99E is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0958 ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes. ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.</p> <p>ODOT’s ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22468 and</p>

	<p>22469 are ADA implementation projects resulting from the PE work completed in Key 22204.</p> <p>These specific ADA curb and ramp improvements are planned on OR10 between SW 198th Ave and Kinniman Rd west of Beaverton</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>OR-10</td><td>142 FARMINGTON</td><td>5.88</td><td>7.38</td><td>1.50</td><td></td><td></td><td>WASHINGTON</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	OR-10	142 FARMINGTON	5.88	7.38	1.50			WASHINGTON
Locations																									
Route	Highway	MP Begin	MP End	Length	Street	City	County																		
OR-10	142 FARMINGTON	5.88	7.38	1.50			WASHINGTON																		
Additional Details:	<p>ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.</p> <p>Key 22470 is the result of the above settlement.</p>																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.																								
Total Programmed Amount:	\$4,787,095 represents the federal fund contribution with \$547,905 of State funds representing the matching contribution. The total programmed amount is \$5,335,000																								
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report. Expanded site location maps are shown below.																								

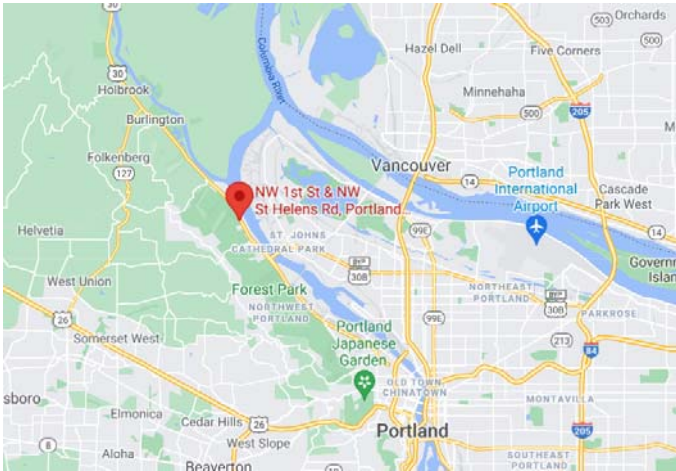
Key 22470 Locations Summary





Project 10 NW 112th Street and PNWR Rail Crossing Upgrades (New Project)	
Lead Agency:	ODOT
ODOT Key Number:	22440
	MTIP ID Number: New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Quick Amendment Summary:</u> The amendment adds the new rail at-grade crossing safety improvement to the 2021-26 MTIP. The project will add active warning devices to the railroad-highway crossing to decrease the probability of future rail crossing incidents. Project programming totals \$1,235,000. <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project will replace passive safety warning devices with active warning devices to decrease future rail crossing incidents with motor vehicles and truck traffic Source: New Project. <u>Amendment Action:</u> Add the new safety improvement project to the MTIP.

- **Funding:**
The funding is federal Surface Transportation Block Grant (STBG) funds.
- FTA Conversion Code: N/A
- **Location, Limits and Mile Posts:**
 - Location: At NW112th Ave and the PNWR railroad crossing in NW Portland
 - Cross Street Limits: Near NW 112 Ave and US30
 - Overall Mile Post Limits: US30 at MP 8.55

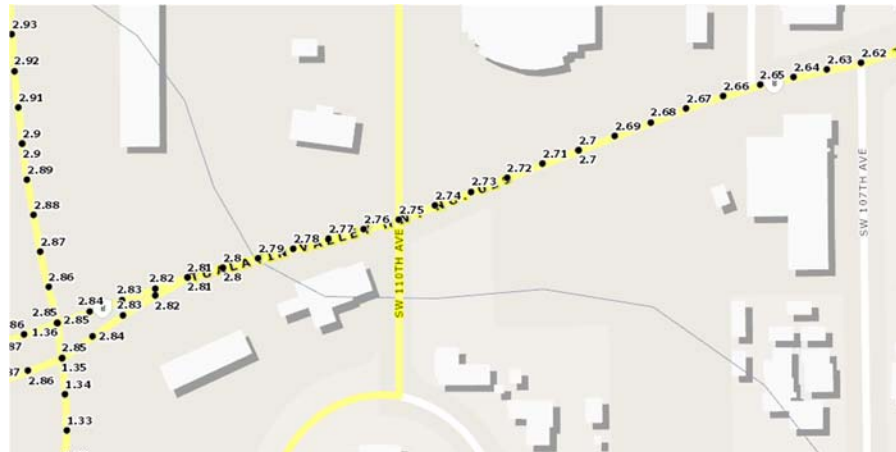


	<ul style="list-style-type: none"> • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes. ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT NW112th Street at railroad crossing safety improvement project to the 2021-26 MTIP. The project replaces passive warning devices with active warning devices at a location which includes the movement of mixed commodities and hazardous materials to decrease future rail crossing incidents with motor vehicles and truck traffic. OTC approval was required and occurred during their September 2021 meeting.</p> <p>The operating railroad in PNWR which moves mixed commodities including High Hazard Flammable and Inhalation Hazard. HAZMAT Cars are frequently stored near this crossing. There is substantial truck traffic over the crossing. In 2015 a pickup truck was hit by a train while crossing and in 1977 a semi-truck was hit by a train at this crossing. There are three sets of track with 35’ measured between outside rails. The crossing was identified as a probable location of a future rail incident if left with only passive warning devices.</p>
Additional Details:	<p>The MTIP programming is a little different from other projects. The railroad will implement and complete the safety upgrades with ODOT overseeing the project. As such the safety improvements are being programmed in the MTIP’s “Other” phase. The project includes a small Utility Relocation Phase (UR). However, the MTIP does not include multiple “Other” phases. The UR phase and the Other phase with the safety improvements had to be combined together. Programming in the the STIP will reflect the Other and UR phases separately.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.</p>

Total Programmed Amount:	The committed federal funds total \$1,111,500 with the State match at \$123,500. The total programmed amount is \$1,235,000
Added Notes:	The OTC item is included as Attachment 4.

Project 11	OR8: SW Short Ave - SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave		
Lead Agency:	ODOT		
ODOT Key Number:	18794	MTIP ID Number:	70766
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The construction phase from Key 18839 which is a prior obligated project (obligated in 2020) and is being re-added into the active 2021-2026 as new funds resulting in Key 18839 being combined into Key 18794. Due to bid issues with Key 18839, the funds were de-obligated and then made available to be combined into Key 18794. As a result the project name, description and funding elements are being updated through this amendment. Both Key 18839 and 18794 will be delivered under a single contract for increased delivery efficiencies. <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project still is a safety improvement project but now the scope is expanded along with the limits. The project now will complete safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing plus sidewalk infill and improvements, bus stop relocations, bus pads, & enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave. <u>Source:</u> Existing project. <u>Amendment Action:</u> Because Key the funds for Key 18839 were already obligated, the project not carried over into the 2021-26 MTIP, and the fund then were de-obligated, the combining effort results in adding new funds and a scope expansion to Key 18794. <u>Funding:</u> The funding includes federal Highway Safety Improvement Program funds along with State Surface Transportation Block Grant funds (State STBG). The total federal commitment to the project is \$3,887,950. FTA Conversion Code: N/A <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> Location: Revised on OR 8 from Beaverton west to SW 192nd Ave 		

- Cross Street Limits: East of SW 107th Ave and then west to about SW192nd Ave
- Overall Mile Post Limits: OR8 MP 2.70 to MP 7.03



- Current Status Code: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes.

	<ul style="list-style-type: none"> • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes. ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: COMBINED PROJECT</u></p> <p>The formal amendment combines the scope and construction funds from Key 18839 into Key 18794. As a result, the project name, description, and limits are updated as well. ODOT determined that combining the two projects will enable them to be delivered more efficiently.</p>
Additional Details:	<p>Combining the construction phase funds from a prior obligated project represents adding new funds to the project and completing a scope change. The total project cost for Key 18794 increases from \$3,029,007 to \$4,027,927. The cost change represents a 32.81% cost change which exceeds the 20% threshold triggering the need for a formal amendment.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding new funds above the 20% threshold involving a major scope change requires a formal/full amendment complete.</p>
Total Programmed Amount:	<p>The adjusted committed federal funds now total \$3,887,950, with the State match is \$135,977. The total programmed amount is \$4,027,927.</p>
Added Notes:	<p>N/A</p>

Project 12		US30: Watson Rd - NW Hoge Ave	
Lead Agency:	ODOT		
ODOT Key Number:	21779	MTIP ID Number:	71198
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The formal amendment splits the scope and funding from Key 21779 and combines it into Key 21128 which is being re-added to the MTIP as part of this amendment bundle. Key 21779 is left as a zero programmed project in the MTIP. Implementation is through Key 21128.		
	<ul style="list-style-type: none"><u>Metro UPWP Project:</u> No		
	<ul style="list-style-type: none"><u>Proposed improvements:</u> The project proposed to repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.		
	<ul style="list-style-type: none"><u>Source:</u> Existing project.		

- **Amendment Action:** Key 21128 is being re-added to the MTIP to allow Key 21779 (this project) to be combined with it. Through this action, the project scope will be combined and delivered as a single project under Key 21128.
- **Funding:**
The funding includes federal National Highway Performance Program (NHPP) funds. The total programming commitment is \$1,524,000 which will be reduced to \$0 in Key 21779 through the combining action.
- FTA Conversion Code: N/A
- **Location, Limits and Mile Posts:**
 - Location: Revised on US30
 - Cross Street Limits:
 - Overall Mile Post Limits: US30 = MP 7.80 to MP 18.37



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:**
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.

	<ul style="list-style-type: none"> • <u>Regional Significance Status:</u> Yes. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0701 ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: SPLIT/CANCEL PROJECT</u></p> <p>The formal amendment splits the scope and funding and will combine it into Key 21128 (project #13 this amendment bundle). Key 21779 will be delivered as a single project with Key 21128. As a result programming for Key 21779 decreases to \$0.</p>
Additional Details:	<p>Splitting the scope and combining it into Key 21128 requires a formal amendment because, Key 21128 had been obligated during the 2018-21 MTIP and was not carried over into the 2021-26 MTIP. Construction bid issues arose preventing Key 21128 from being implemented. During this time, ODOT determined that Key 21779 and Key 21128 could be combined under a single contract. Key 21128 is now being re-added to the MTIP with the combined Key 21779 as shown in project #13.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, re-adding key 21128 constitutes adding a new project to the 2021-26 MTIP which requires a formal/full amendment complete.</p>
Total Programmed Amount:	<p>The splits results in Key 21779 decreasing from \$1,524,000 to \$0.</p>
Added Notes:	<p>N/A</p>

Project 13	US30: Watson Rd - Hoge Ave (Add/Combine New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	21128	MTIP ID Number:	71024
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The formal amendment re-adds Key 21128 and combines it with Key 21779. Both projects address needed culvert repair on US30 and will now be delivered under a single contract. • <u>Metro UPWP Project:</u> No 		

- **Proposed improvements:**
The project proposed to repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.
- **Source:** Existing project.
- **Amendment Action:** Key 21128 is being re-added to the MTIP and is combined with Key 21779.
- **Funding:**
The funding includes federal National Highway Performance Program (NHPP) funds, TFIA federal redistribution funds, and Advance Construction. The total programming commitment is \$1,720,000.
- FTA Conversion Code: N/A
- **Location, Limits and Mile Posts:**
 - Location: Revised on US30
 - Cross Street Limits: Hoge Ave in NW Portland and then north on US30 to Watson Rd
 - Overall Mile Post Limits: US30 = MP 7.80 to MP 18.37



- **Current Status Code:** 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> Yes. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1099 ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment re-adds Key 21128 and combines it with Key 21779. The project involving culvert repairs will be delivered under a single contract this way.</p>
Additional Details:	The project name, description, limits, and scope are updated to reflect the combined project in Key 21128.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, re-adding key 21128 constitutes adding a new project to the 2021-26 MTIP which requires a formal/full amendment complete.
Total Programmed Amount:	The programming total for the combined project in Key 21128 is \$1,720,000.
Added Notes:	N/A

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.

- Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
- Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

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

<u>Action</u>	<u>Target Date</u>
Initiate the required 30-day public notification process.....	September 28 2021
• TPAC notification and approval recommendation.....	October 1, 2021
• JPACT approval and recommendation to Council.....	October 21, 2021
• Completion of public notification process.....	October 27, 2021
• Metro Council approval.....	November 4, 2021

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	November 15, 2021
• USDOT clarification and final amendment approval.....	Early December, 2021

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5205 consisting of thirteen projects which include new projects for MTIP inclusion or require adjustments and modifications to obtain their next federal approval step which impact Metro, ODOT, Portland, and THPRD.

Attachments: 4

1. Metro TSMO Award Letter
2. OTC Item for THPRD Grant Award
3. OTC March 2021 ADA Agenda Item G
4. OTC Rail Crossing for Key 22440


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Memo

Date: Jan. 2, 2020
 To: TPAC and Interested Parties
 From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
 Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at

<https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

Recommended Projects

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

Advanced Traffic Controller Projects

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency's safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

All Other Project Applications

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82nd Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or Caleb.Winter@oregonmetro.gov.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936
<i>Total =</i>			<i>\$4,700,000</i>



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: May 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: *Agenda I – Oregon Community Paths Program FY 2021-24 Awards*

Requested Action:

Approve the Public Transportation Division's (PTD) Oregon Community Paths Program (OCP) FY21-24 grant awards for walking and biking facilities

Background:

Oregon's Community Paths (OCP) program is a new competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. Off-system facilities are multi-use paths or trails that serve a transportation function. Examples include a path along a greenway, on an old rail line, between housing developments or areas that are not otherwise within the public road right-of-way. These facilities provide high quality, safe and comfortable walking and biking within and between communities.

The program is funded by both state and federal funding sources. The state funding includes the Multi-Modal Active Transportation (MAT) fund, established under [ORS 367.091](#) and consisting of the bicycle excise tax, vehicle privilege tax, and lottery bond funding. The federal funding includes the Federal Highway Administrations (FHWA) transportation alternative (TA) set-aside from the Surface Transportation Block Grant (STBG) program. Additionally, state [Department of Transportation Operating Fund](#) (TOF) funding for FY2021-24 has been allocated to OCP, pending approval of the ODOT's budget by the Oregon Legislative Assembly in July 2021. The various funds each have different program requirements, which affect how projects must be managed and govern overall project requirements.

The OCP program funds two types of pedestrian and bicycle projects:

- 1) **Construction Grants** - Development, construction, reconstruction, resurfacing, or other capital improvement of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling
- 2) **Project Refinement Grants** - Preliminary planning grants to help communities prepare for a later OCP construction grant request.

Oregon Transportation Commission

May 03, 2021

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Off-system paths are popular in communities as they're safe and comfortable walking and biking facilities that serve people of all ages and abilities. Communities in Oregon rely on the the State Highway Fund to pay for the majority of their transportation facilities. However, the State Highway Fund is restricted to projects within the road right-of-way. Many ideal locations for multi-use paths are outside of the road road-right-of-way and therefore unable to use highway funds. The OCP was created to address this gap in available funding. The demand for this first round was significant with a roughly 3:1 request ratio to available funding. The OTC decision to allocate \$36 million of discretionary federal funding in the 2024-2027 STIP for OCP will further support communities as they work to increase the number of people walking and biking.

The table below indicates available funding for FY2021-24.

Funding Cycle	Transportation Alternatives (federally funded)	Multi-Modal Active Transportation (state funded)	Transportation Operating Fund (state funded)	AVAILABLE FUNDS
FY21-24	\$8,200,000	\$ 3,300,000	\$ 4,000,000	\$15,500,000

Application and Award Recommendation Process

Eligible applicants for OCP are local governments, school districts, tribal governments, mass transit or transportation districts, a special government body or other unit of local government, or a non-profit organization or other private entity with documented support from one of the governmental bodies along the regional path.

ODOT received 81 initial Letters of Interest in fourth quarter 2020, which resulted in 57 applications submitted by the February 1, 2021 deadline. ODOT staff reviewed project applications for eligibility and feasibility, and scored the projects on criteria developed and approved by the Oregon Bicycle Pedestrian Advisory Committee (OBPAC).

Staff presented funding scenarios and ranked project lists to OBPAC at their March 24, 2021 meeting. The lists included prioritized applications and a list of alternate projects in priority order to be considered if a project is withdrawn or if additional funding becomes available for the OCP program.

At the March 24 meeting, OBPAC unanimously voted to recommend a scenario which limits project refinement awards to \$1.5M to allow for more construction projects and supports funding projects ranked by staff scoring. The final recommendation includes funding four state funded and 13 federally funded projects. At the March meeting, OBPAC was informed that TOF funding for the program had become available pending approval from the state legislature. OBPAC supported the additional funds to be used for construction projects. The addition of \$4 million TOF funding will allow the award of four additional construction projects.

Oregon Transportation Commission

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Attachment 1 details, for the Commission's review, tables of the recommended and alternate projects for the Oregon Community Paths Program for FY 2021-24.

Attachments:

- Attachment 1 – *List of recommended and alternate OCP projects*

DATE: March 03, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Requested Action:

Receive an informational update on the Oregon Department of Transportation (ODOT) Americans with Disabilities Act (ADA) program curb ramp remediation progress, schedule, and current cost reduction efforts.

Background:

The primary purpose of the ADA program and ODOT's participation, is to ensure that ODOT programs are accessible and that pedestrians with disabilities have an equal opportunity to use the transportation system in an accessible and safe manner.

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

This presentation provides an ongoing update on our progress in meeting the expectations of the March 2017 ADA Accessibility settlement agreement, including program timeline, funding needs, and ongoing efforts to reduce costs and find program efficiencies. The requirements of the agreement established a total count of 27,327 curb ramps on ODOT's transportation system, of which, 25,899 of these were determined to be non-compliant. Milestone targets for the next 15 years are 7,770 ramps updated by 2022 (30%) and 19,424 ramps by 2027 (75%) and 25,899 (100%) by 2032. The program is at a critical point in replacing the almost 8,000 ramps required by next year; and is on track to meet the milestones specified in the settlement agreement.

Cost Reduction Actions

Since 2017 the ADA program has been working on meeting the requirements in the settlement agreement by setting up the program, ensuring construction compliance and developing projects to meet the 2022 milestone. ODOT is aware of the importance in reducing the overall cost of the

program and recognizes the impacts to other programs. ODOT has implemented and continues to do training for ODOT and contractors in design and construction to reduce the risk of reconstruction of the ramps that don't meet compliance. About 400 ramps a year are included in projects already in the STIP and are being replaced as part of the program. ODOT has identified three main areas of focus:

Ramp Design Changes: ODOT has made major changes to design and construction practices to ensure compliance with current ADA standards, and requirements of the settlement agreement. One of the cost increases in the program has been related to an increase in additional right of way. Initially the estimate of right of way was made at approximately 15%-20% of the ramps. This estimate was based on construction of pilot projects in 2018-2019 which demonstrated constructing ramps generally in existing right of way. However the group of projects in 2020-2021 had more unique challenges at individual ramp locations in design and temporary pedestrian access, which required additional right of way. Currently, approximately 50% of the ramps require some form of additional right of way, either permanent or temporary. This results in a substantial increase in dollars and time. The main focus of this effort is to reduce the overall footprint and minimize the need for additional right of way to construct the ramp. Currently ODOT is evaluating design practices and looking for opportunities to maintain compliance, while constructing ramps within our existing right of way. ODOT is engaging with internal staff and consultant partners (ACEC) to help identify process improvements and minimize scope creep in designs. Design guidance is being developed and will be distributed and available this April for projects in 2021-2022.

Reducing Construction Costs: As we reviewed the construction costs over the last year, it was apparent the contractors are adding in significant risk to their bid prices. In December of 2020 we engaged our contractors with a survey and followed up in January 2021, with individual workshops, with a select group of contractors. The purpose of the outreach was to identify areas of improvement, efficiencies and risk to help ODOT reduce our overall construction costs. Currently we are reviewing this data and developing an action plan for implementation of these contract changes. Many of these changes will be implemented on the majority of the 2021-2022 projects.

Contracting Efficiencies: Current efforts to meet the settlement agreement requirements of building and/or updating 7,770 curb ramps by the end of 2022 are utilizing existing STIP projects that trigger the ramp work and standalone ADA ramp projects. Some of the challenges with starting up the program were related to training and the learning curve required to produce compliant ramps with a high rate of success. This learning curve, along with a segmented funding stream have required high numbers of ramps to be constructed in 2020-2022. This compression of schedule has limited ODOT's ability to deviate from traditional contracting methods, due to the risk of production. The additional funding that was approved by the OTC last January provides funding certainty and the ability to look beyond the 2022 deadline. ODOT will be aggressively looking for opportunities to leverage existing STIP and local agency projects, starting in 2022 and 2023. The ADA program has only had opportunity to leverage a small number of local agency projects thus far, but feels there is potential for great savings to the program and will be moving forward with this strategy. ODOT is also developing the use of Design Build contracts for projects starting 2023 and will have the use of Indefinite Delivery/Indefinite Quantity (ID/IQ) contracts starting in 2022. Both of these contracting methods should help bring innovation and efficiencies to this program by allowing design engineers and

contractors the ability to work more closely together to construct compliant and cost effective curb ramps. ODOT continues to provide opportunities for the use of small businesses by allowing for smaller project sizes, some of these projects are managed through our Maintenance District offices and the use of the Emerging Small Business program.

The next step will be to develop an action plan for cost reduction items in all three focus areas with an implementation schedule. Some of the items are already underway and as mentioned above will be implemented on the 2021 and 2022 projects. Additionally the ADA program is currently working with ODOT's Internal Audits Unit to evaluate the program and identify process improvement areas to enable the program to be more efficient and aid in the management of risk in the program. The ADA program will also continue collaborating with our accessibility consultant who is a national expert on ADA compliance and has been assisting ODOT in the development of the program. Lastly, ODOT is recommending engaging with the Continuous Improvement Advisory Committee (CIAC), to provide updates on program progress and cost reduction efforts.

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.

Attachments:

- Attachment 1 – *ADA Settlement Agreement*
- Attachment 2 – *2019 ODOT Annual Report*
- Attachment 3 – *2019 Accessibility Consultant Annual Report*



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 26, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler, Director

SUBJECT: **Consent 10** – *Annual STIP Adjustment*

Requested Action:

Approve the annual amendment to update the projects in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In June 2019, the Oregon Transportation Commission (OTC) approved a major rebalance of the STIP to address the reprioritizing of projects and address positive and negative funding changes for the entire STIP. In July 2020, as part of the Commission's delegated approval update, the OTC approved new delegations on STIP revisions under \$5 million to the Director and the Division Administrator.

At the July 15, 2021 commission meeting, the OTC reviewed a new process to bring the majority of STIP amendments before the OTC for a yearly action to reduce the number of approvals throughout the year and provide the Commission a more comprehensive view of the changes made to the STIP.

Criteria for projects for the annual STIP adjustment are the following:

- New high priority projects (selected by their respective funding program), including amending a preliminary engineering phase into the STIP for construction in the 24-27 STIP.
- Modifications to existing STIP projects that advance program goals or Key Performance Measures, and selected as a priority by the funding program.

The targeted programs for the annual STIP adjustment are:

- Bridge Program
- Preservation Program (both Interstate Maintenance and Region paving)
- Culverts Program
- Roadside Safety Features
- Rail Program
- Active Transportation

To provide some details on this yearly amendment:

- 26 projects are being updated in the amendment;
- 13 projects are new priority projects for the various programs
- 2 projects are being cancelled

Oregon Transportation Commission

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Attachment 1 provides a list of added, deleted, and updated projects for the 21-24 STIP, which consists of the highest priority projects. These projects will be paid for with pre-determined funding reserves.

In accordance with the Governor's Executive Order on Climate (EO 20-04), the Climate Office performed analysis on the STIP adjustments, assessing changes in climate impacts. Several amendments shifted funds from bridge and culvert projects to paving projects, resulting in decreased climate adaptation and resilience benefits. STIP adjustments also resulted in Pedestrian and Bicycle Strategic funds moving up from the 2024-2027 STIP to be leveraged onto an existing project. This \$3.5 million increase benefits overall greenhouse gas (GHG) emission reductions and climate mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian and bicycle investments. More information on these results and the associated methodology can be found in Attachment 2.

Next Steps:

With approval, ODOT will add, update or delete the attached projects in the 2021-2024 STIP in a single batch.

Without approval, each project will be approved individually through the appropriate delegated process.

Attachments:

- Attachment 1- *2021 STIP Annual Amendment*
- Attachment 2- *Climate Analysis on STIP Annual Amendment*

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: Funding Responsibility	OTC Item - Rail Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
22485	1	OR281: Evans creek fish-passage improvements	17	17		OT	CULVERT	HB2017 Culvert	\$ -	\$ 308,000.00	\$ 308,000.00	New project. High priority.
22440	1	NW 112th Street and PNWR Rail Crossing Upgrades	7.6	7.6		PE, UR, OT	RAIL	SW RAIL	\$ -	\$ 1,235,000.00	\$ 1,235,000.00	New project. High priority.
	1	OR211 Road safety audit	14	24		PE	SAFETY	R1 Safety	\$ -	\$ 230,000.00	\$ 230,000.00	New project. High priority.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	PE, CN	BR-RLR	FIX-IT SW BRIDGE	\$613,496.00	\$613,496.00	\$-	Change project timing to include adjacent high priority work.
20107	2	US101B: Lewis and Clark River Bridge (Warrenton)	4.70	4.86	00711	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ 1,667,280.00	\$ 75,146.00	\$ (1,592,134.00)	Cancel project. Became lower priority.
20428	2	US20: Ellsworth Street (Willamette River) Bridge	10.34	10.55	01025D	CN	Bridge	FIX-IT SW BRIDGE	\$ 736,000.00	\$ 5,833,300.00	\$ 5,097,300.00	Add construction phase sooner than planned. High priority.
21224	2	US26: Little Humbug Creek Bridge	8.22	8.22	03099	PE, RW, UR, CN	Bridge	FIX-IT SW BRIDGE	\$ 684,000.00	\$ 4,275,200.00	\$ 3,591,200.00	Add final design and construction phases sooner than planned. High priority.
21223	2	OR202 Culvert MP 3.60	3.60	3.60		PE, RW, CN	Culvrt	FIX-IT SW FISH PASS	\$ 2,690,000.00	\$ 890,000.00	\$ (1,800,000.00)	Delay construction phase to include solution requested by ODFW/NMFS.
	2	OR34: Roadside Barrier Upgrades (MP 0.0 - 58.5)	0.00	58.50		PE, RW, CN	Safety	1R	\$ -	\$ 2,298,953.00	\$ 2,298,953.00	New project. High priority.
	2	I-5: Halsey to Lane County Line	203.55	216.14		PE	Presrv	FIX-IT SW IM	\$ -	\$ 3,512,000.00	\$ 3,512,000.00	New project. High priority.
	2	OR211: Meridian Rd MP 3.78 (Woodburn)	3.50	4.05		PE, RW, CN	Safety	FIX-IT REGION 2	\$ -	\$ 783,736.00	\$ 783,736.00	New project. High priority.
	2	OR58: Salt Creek tunnel to MP 70	56.18	70.00		PE, CN	Presrv	FIX-IT REGION 2	\$ -	\$ 15,659,631.00	\$ 15,659,631.00	New project. High priority.
	2	OR58: Eagle Creek to Salt Creek tunnel	48.40	56.10		PE	Presrv	FIX-IT REGION 2	\$ -	\$ 873,000.00	\$ 873,000.00	New project. High priority.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: OTC Item - Rail Crossing Safety Funding Responsibility	Current Total (0 if new)	Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
	2	OR22: Westbound Marion Street Bridge (Salem)	25.63	26.15	07253B	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ -	\$ 6,950,306.00	\$ 6,950,306.00	New project. High priority.
	2	OR6: Roadside Barrier Upgrades (MP 0.0 to 51.5)	0	51.5		PE, CN	Safety	1R	\$ -	\$ 10,890,272.00	\$ 10,890,272.00	New project. High priority.
	2	OR22: Culvert MP 7.70 & MP 7.76	7.7	7.7 - 7.76		PE	Culvrt	FIX-IT SW CULVERT	\$ -	\$ 400,000.00	\$ 400,000.00	New project. High priority.
21673	3	I-5: Azalea - Glendale (Southbound)	80.92	89.1	BR19313 BR19106 BR19312 BR19107	PE, CN	PRESRV	Fix-IT SW IM Fix-It SW Bridge	\$ 5,384,962.00	\$ 5,758,962.00	\$ 374,000.00	New, adjacent project added to existing project. High priority.
21653	4	US97: Earl St. - Colfax Ln. (Madras)	91.58	117.71	00971B	PE, RW, CN	PRESRV	Bike Ped Strategic	\$ -	\$ 3,487,299.00	\$ 3,487,299.00	Add bike/pedestrian facilities to existing project. High priority.
	4	US97: Dover Ln - Bear Dr Safety Improvements	97.5 - 97.87	100.5 - 98.37		PE	Safety	ARTS	\$ -	\$ 250,000.00	\$ 250,000.00	New project. High priority.
K20548	5	I-82 and I-84: Umatilla-Pendleton Concrete Pavement Repair	0.00 / 11.21	188.04 / 203.65	16437, 16438, 16439, 16440, 16441, 16442, 16452, 09578, 05209A	PE,CON	PRESRV & BRIDGE	Fix-it SW IM, Fix-it SW Bridge	\$ 10,091,999.00	\$ 13,141,999.00	\$ 3,050,000.00	New, adjacent project added to existing project. High priority.
K21754	5	I-84: Ladd Canyon - North Powder	276.8	285.33	0	PE, CON	PRESRV	FIX-IT SW IM	\$ 2,867,782.00	\$ 6,340,000.00	\$ 3,472,218.00	New, adjacent project added to existing project. High priority.
	5	I-84: Baldock Slough - Huntington Pavement Seal	297.1	345.77	0	PE, CON	PRESRV	FIX-IT SW IM	\$ -	\$ 3,717,000.00	\$ 3,717,000.00	New project. High priority.
	5	I-84: Tower Road - Stanfield	159.3	188.04	0	PE	PRESRV	FIX-IT SW IM	\$ -	\$ 700,000.00	\$ 700,000.00	New project. High priority.

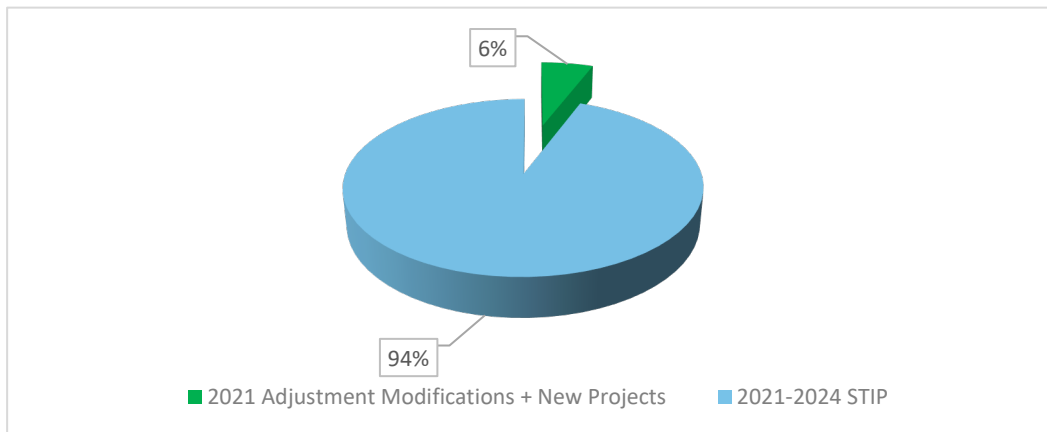
Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: OTC Item - Rail Funding Responsibility	Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade fo Key Difference	22440 Priority / Action Description
22358	5	US20: Corridor Culvert Repairs Phase 2	108.7	257.65	0	PE, ROW, CON	Culvert Replacement	Culverts	\$ -	\$ 1,850,000.00	\$ 1,850,000.00	New project. High priority.
22383	5	OR86: Guardrail Upgrades Final Phase	34.06	70.75	0	PE, CON	Guardrail replacement	Guardrail Safety	\$ -	\$ 3,496,000.00	\$ 3,496,000.00	New project. High priority.
20497	5	US730: Juniper Canyon Creek Bridge	199	199.06	01630A	PE, CON	Bridge repair	Fix-it SW Bridge	\$ 1,330,550.00	\$ 191,745.00	\$ (1,138,805.00)	Cancel project. Became lower priority.

Applying Climate Lens to the 2021 Annual STIP Adjustment

The ODOT Climate Office reviewed the 26 proposed projects and funding change included in the 2021 STIP adjustment using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to existing projects and new projects that will be added to the 21-24 STIP.

Scope of Analysis

The analysis observations below are based on the climate office analysis of this limited subset of projects, not the full 2021-2024 STIP.



Process

The STIP adjustment contains a mix of amendments to existing projects in the 2021-2024 STIP and new projects that will be added once approved. Using 23 identified project attributes that tie to seven priority outcome areas (listed below), staff examined each project, isolated individual project attributes, and assigned a dollar value to each based on the portion of the total project each represents.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief while the new design standards also support Climate Adaptation/Resiliency outcomes, but the project also has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

Results: Key Climate Observations

The 2021 STIP adjustment will result in a net increase of \$68 million programmed project funding once approved. The rough return on investment calculation, based on investments and the projected outcomes and co-benefits anticipated, shows that these investments will generate \$90 million of benefits when we look at co-benefits across outcome areas.



Climate Adaptation/Resilience

Several project adjustments shifted funds from bridge/culvert project attributes to paving project attributes resulting in decreased Climate Adaptation/resilience benefits.

Of \$90 million in projected benefits, Climate Adaptation/Resilience will see 6% of these benefits.



Climate Greenhouse Gas Emissions Reduction/Mitigation

Adjustment contains Ped/Bike Strategic funds moved up from the 2024-2027 STIP, leveraged onto an existing 2021-2024 STIP project.

The \$3.5 million increased investment in pedestrian/bike will yield benefits for Climate GHG Emissions Reduction/Mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian/bike investments.

Of \$90 million in projected benefits, GHG Emissions Reduction/Mitigation will see 5% of these benefits.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 24, 2021
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, Principal Transportation Planner
Subject: I-205 Toll Project (Preliminary Engineering Phase): Requested Amendment to the 2018 Regional Transportation Plan (RTP)

PURPOSE

The purpose of this memo is to introduce an amendment to the 2018 Regional Transportation Plan (RTP) requested by the Oregon Department of Transportation (ODOT). The requested amendment will:

- add the preliminary engineering phase for the [I-205 Toll Project](#) to the RTP financially constrained project list, and
- clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP.

This memo also provides the timeline for public review and input prior to consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in early 2022. Approval of the amendment will allow the I-205 Toll Project to continue to move forward in the National Environmental Policy Act (NEPA) review process that is underway.

BACKGROUND

The RTP is a long-range transportation plan that guides planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan was last updated in 2018. The next update is due by Dec. 2023.

Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests, including:

- (1) Oregon Department of Transportation (ODOT) requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
- (2) city or county requests involving transportation projects in local transportation system plans (TSPs), area plans, concept plans or studies adopted through a public process;
- (3) transit agency requests to align transit plans or projects adopted through a public process and the Regional Transportation Plan; and

- (4) amendments resulting from a NEPA review process, corridor refinement planning as defined in the Oregon Transportation Planning Rule (TPR), or other studies that involve additions or deletions to the RTP financially constrained project list or a significant change in the mode, function or general location of a project on the RTP financially constrained project list.

As described in [Chapter 8](#) (Section 8.4) of the RTP, such amendments require adoption by the JPACT and the Metro Council by Ordinance, accompanied by findings that demonstrate consistency with:

- regional goals, objectives and policies;
- statewide planning goals;
- federal fiscal constraint requirements; and
- Metro's adopted Public Engagement Guide and RTP amendment procedures.

I-205 TOLL PROJECT RTP AMENDMENT PROCESS AND TIMELINE

The requested amendment and supporting information submitted by ODOT are provided in **Attachment 1** and **Attachment 2**, respectively.

The expectation is that amendments to the RTP follow the same adoption process as RTP updates. A more detailed schedule of the process and timeline for considering the requested RTP amendment will be available on Oct. 1.

Key dates and milestones include:

- **Oct. 1 to Nov. 15, 2021** – A 45-day public comment period will be held. There will be opportunities to submit comments through an online comment form, email, mail and phone. Information will be posted on Metro's website on Oct. 1.
- **Fall 2021** – Metro staff will document and ODOT staff will respond to all substantive public comments received. This information will be provided to TPAC, the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council for discussion and consideration prior to requesting final recommendations and action.
- **Early 2022** – Request final action by JPACT and the Metro Council.

FOR MORE INFORMATION

- Questions about ODOT's requested amendment? Contact Mandy Putney, ODOT Urban Mobility Office Strategic Initiatives Director, at Mandy.Putney@odot.state.or.us.
- Questions about the RTP amendment process? Contact Kim Ellis, Metro principal transportation planner, at kim.ellis@oregonmetro.gov.
- Questions about the public comment period? Contact Molly Cooney-Mesker, Metro Public Engagement Specialist, at Molly.Cooney-Mesker@oregonmetro.gov



Attachment 1. **PUBLIC REVIEW DRAFT**

2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

1. Amend 2018 RTP Chapter 8 (Table 8.3 and Section 8.1.3.8) to add the following information about the I-205 Toll Project as shown in ~~strikethrough~~ and underscore:

Table 8.3 Completed and Current Major Project Development

Project	Status
Interstate 5/Columbia River Crossing Project	LPA approved in July 2008. Record of decision signed by FHWA in December 2011. Project development work discontinued in 2013 in Washington and 2014 in Oregon. Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.
Sunrise Project and Sunrise Jobs and Transportation Act Project	LPA approved in July 2009. Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011. Phase 1 related projects were completed in June 2016. Environmental approval received for improvements on OR 224 at Rusk Road. Phase 2 and Phase 3 may require future NEPA reevaluation for improvements east of SE 122nd Ave, given changes in the built environment since 2010.
Division Transit Project	LPA approved in June 2017.
Southwest Corridor Project	LPA approved in Nov. 2018.
I-5 Rose Quarter Improvement Project	Environmental Assessment anticipated to be published in 2019. Design anticipated to begin in 2019.
MAX Red Line Improvements Project	LPA approval anticipated in January 2019. Documented Categorical Exclusion approval anticipated in 2019.
OR 217 Project	OR 217 Southbound: <ul style="list-style-type: none">• Categorical Exclusion anticipated by October 2019.• OR 217 Northbound: Categorical Exclusion anticipated by April 2020.
I-205 South Corridor Widening and Seismic Improvements Project	Categorical Exclusion approved in December 2018. <u>Toll revenue will be needed to complete construction of this project. A separate Environmental Assessment for the I-205 Toll Project began in August 2020; expected completion in December 2022.</u>
Basalt Creek Parkway	IGA to plan for Basalt Creek signed by partners in 2011. Basalt Creek Transportation Refinement Study to define alignment completed in 2013 and adopted as an amendment to IGA. Categorical Exclusion anticipated in 2019.



Attachment 1. **PUBLIC REVIEW DRAFT** 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

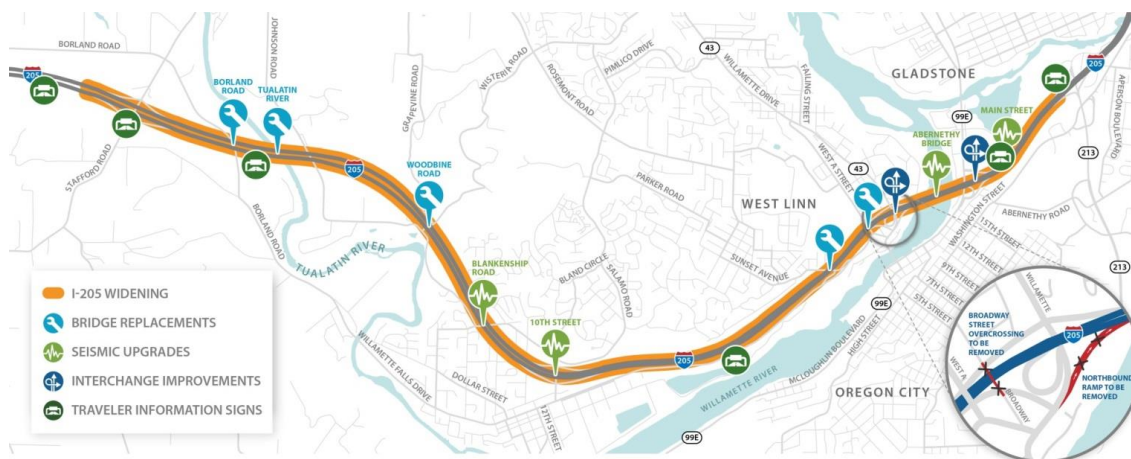
8.3.1.8 I-205 South Corridor Widening and Seismic Improvements Project

Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. ~~The design work was funded through HB 2017; however, construction funding for this project has not been identified.~~ Construction financing for Phase 1A (Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).

The I-205 South project widens I-205 to add a third lane in each direction between Stafford Road and OR 213 and an auxiliary lane across the Abernethy Bridge in each direction. The I-205/Abernethy Bridge project provides for seismic upgrades of the Abernethy Bridge and includes seismic retrofit or replacement of eight additional bridges in the corridor. The project also adds Active Traffic Management System improvements, such as Traveler Information Signs, throughout the corridor and a new parallel multi-use path as designated in the Chapter 3 RTP bicycle and pedestrian system maps.

The Oregon Transportation Commission approved a Cost to Complete Report for the project that was shared with the Oregon Legislature in January 2018, as mandated by HB 2017. The Cost to Complete Report defines the project scope and recommends a project delivery method and phasing plan to complete the project by 2025. Read the report and find more project information at www.i205corridor.org.

Figure 8.13a I-205 South Widening and Seismic Improvements Project Area Map

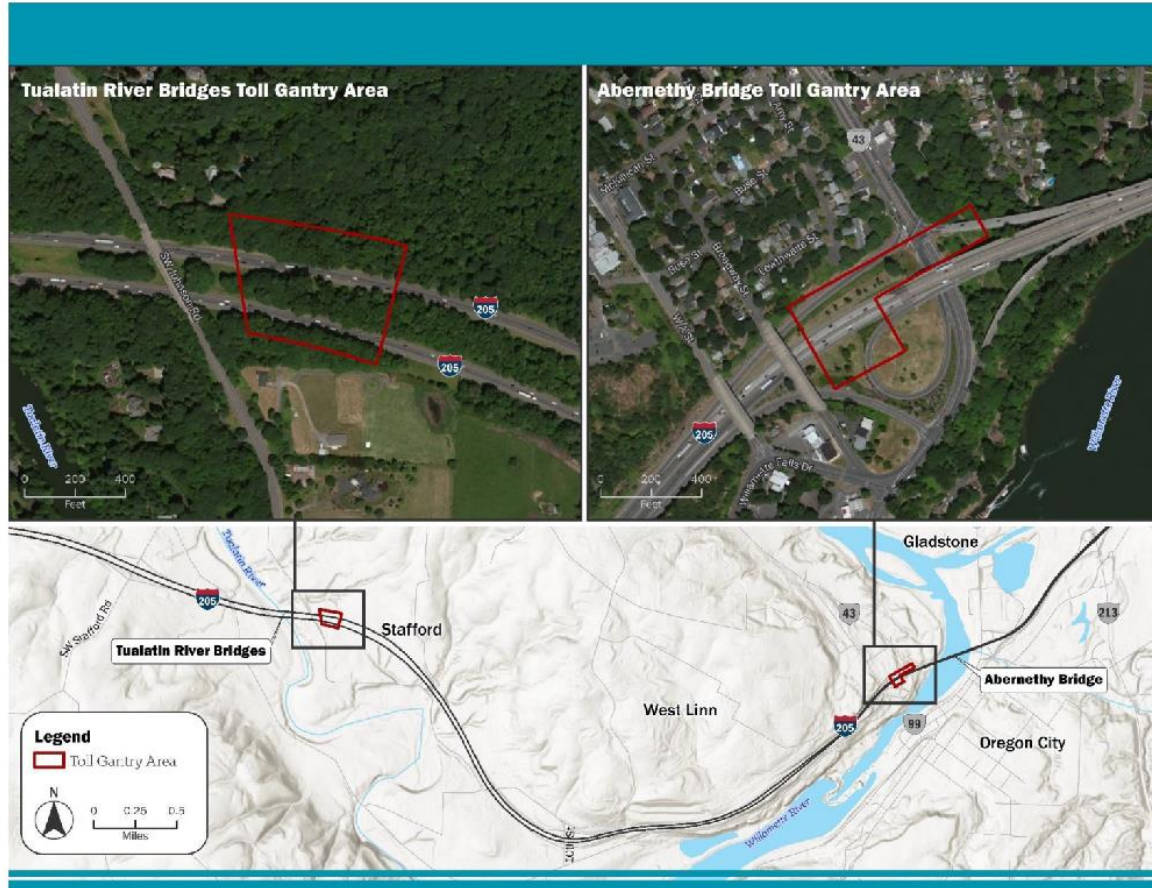


Source: ODOT



Attachment 1. **PUBLIC REVIEW DRAFT** 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

Figure 8.13b I-205 Toll Project Draft Map



Source: ODOT



Attachment 1. **PUBLIC REVIEW DRAFT**
2018 REGIONAL TRANSPORTATION PLAN
(RTP) AMENDMENT

2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:

RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099</u> <u>(new</u> <u>project)</u>	<u>I-205</u> <u>Tolling</u> <u>Project</u> <u>(PE)</u>	<u>Oswego Hwy</u> <u>(OR 43)</u> <u>Interchange</u>	<u>Stafford Rd</u> <u>Interchange</u>	<u>The Project would toll</u> <u>all lanes of I-205 on or</u> <u>near the Abernethy</u> <u>Bridge and Tualatin</u> <u>River Bridge. The</u> <u>Project's purpose is to</u> <u>raise revenue to fund</u> <u>construction of the I-</u> <u>205 Improvements</u> <u>Project and manage</u> <u>congestion between</u> <u>Stafford Road and</u> <u>Oregon Route 213 (OR</u> <u>213).</u>	<u>\$23,534,759</u>	<u>2018-</u> <u>2027</u>	<u>Yes</u>

I-205 Toll Project

Regional Transportation Plan Amendment

September 22, 2021



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Attachments

I-205 Toll Project Public Involvement Plan

I-205 Toll Project Equitable Engagement Plan

Agencies and Stakeholders Involved in the I-205 Toll Project

Oregon Transportation Commission Meeting Minutes

2018 RTP Public Engagement and Non-Discrimination Checklist

1 Background

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | A short history about why/how the project emerged and its importance to the region. |
| <input checked="" type="checkbox"/> | A brief history of past actions and work that has been accomplished that has led to the proposed amendment (purpose and need description). |

In 2017, the Oregon Legislature authorized substantial funding to improve highways, transit, biking and walking facilities, and use technology to make the state's transportation system work better through Oregon House Bill 2017 (HB 2017). As part of this comprehensive transportation package, the legislature also directed the Oregon Transportation Commission (Oregon Transportation Commission) to seek federal approval to implement value pricing (also referred to as tolling or congestion pricing) on I-5 and I-205 in the Portland metropolitan area to address congestion.

The Oregon Department of Transportation (ODOT) initiated the Portland Metro Area Value Pricing Feasibility Analysis shortly after the passage of HB 2017 to:

- Explore the options available.
- Determine how and where value pricing could help improve congestion on I-5 or I-205 during peak travel times.
- Begin to understand potential benefits and impacts to travelers and adjacent communities.

ODOT convened a Policy Advisory Committee for the Value Pricing Feasibility Analysis, which met from late 2017 through mid-2018. The Policy Advisory Committee developed [a recommendation to support the Oregon Transportation Commission's](#) efforts to implement Section 120 of HB 2017, which directs it to pursue approval from the Federal Highway Administration (FHWA) to implement congestion pricing on I-5 and I-205 in the analysis area.

In December 2018, ODOT submitted an [application to the FHWA](#). The application presented the Oregon Transportation Commission's application to implement freeway tolling projects, as directed in HB 2017, and sought a response from the FHWA providing confirmation and clarification of the following critical next steps:

- Eligibility and requirements under federal tolling programs
- Completeness of the proposed scope for additional analysis and project development
- FHWA ability to streamline required review under the National Environmental Policy Act (NEPA)

The projects identified in the application were selected through the Value Pricing Feasibility Analysis and reflect the majority recommendation of the Policy Advisory Committee. The recommendation for tolling on both I-5 and I-205 constitutes Oregon's proposed implementation of freeway tolling.

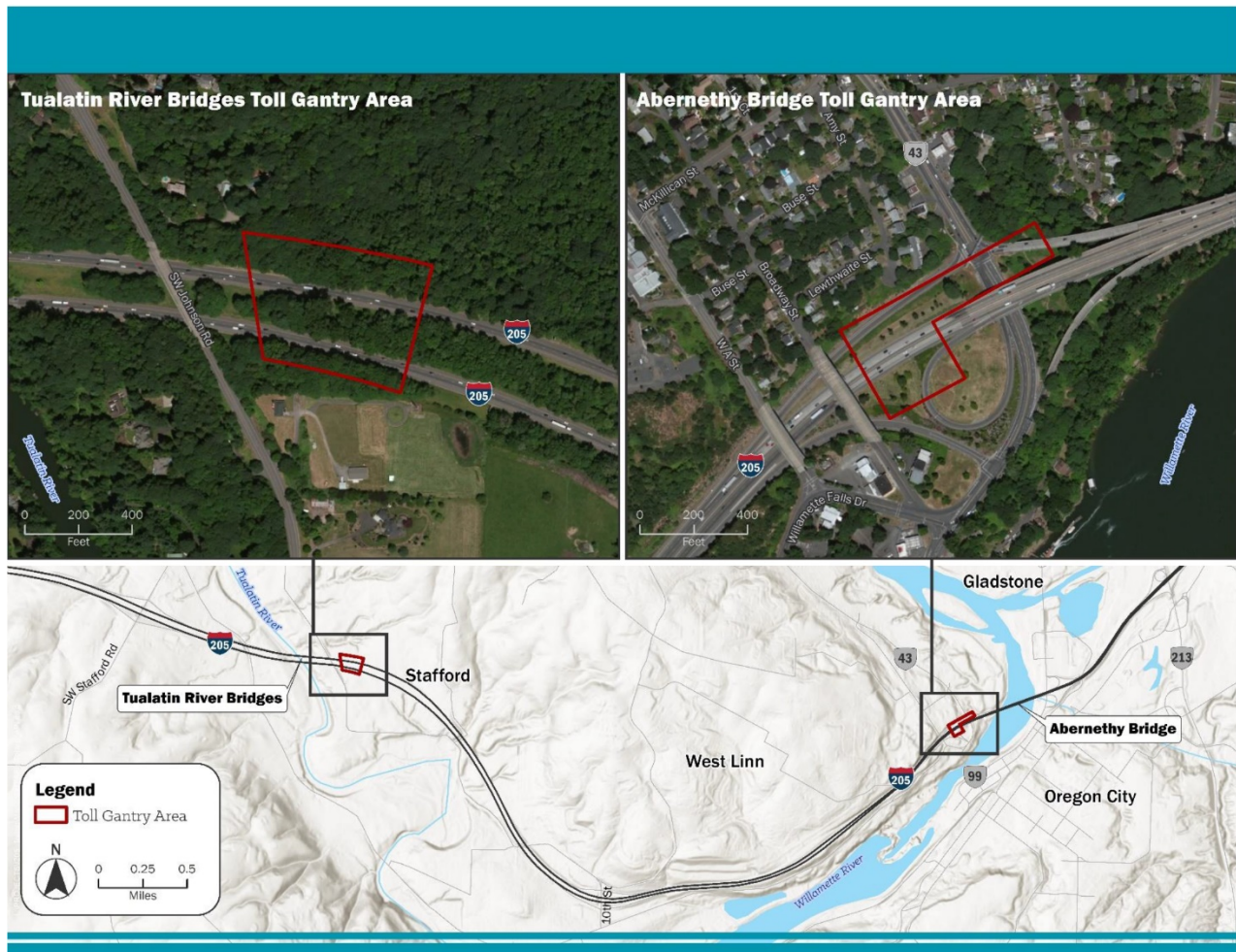
[FHWA responded to the application](#) in January 2019, which kicked off the next phase of analysis for the I-205 Toll Project.

In spring 2019, ODOT selected a consultant to begin planning for the environmental review phase for tolling in the I-5 and I-205 corridors. In fall/winter 2019/20 initial screening of five alternatives for the I-205 Toll Project was conducted to evaluate the performance of different toll configurations. A [summary of this analysis](#) is posted on ODOT's website.

In summer 2020, from August 3 to October 16, 2020, ODOT launched an education and engagement period specifically for the I-205 Toll Project. During this time, ODOT hosted numerous education and engagement activities to reach a broad audience. ODOT sought input at the beginning of the environmental review process to help refine the draft purpose and need for the Project, the toll alternatives to be studied, and key issues for analysis as required by NEPA. (See the I-205 Toll Project Public Involvement Plan attachment.)

In August 2021, following the legislative session in Oregon, ODOT determined that toll revenue was needed to complete construction of the [I-205 Improvements Project](#). The governor signed Oregon House Bill 3055 into law, which provides financing options that allow Phase 1A of the I-205 Improvements Project (reconstruction of Abernethy Bridge plus OR 43 and OR 99E interchanges) to be constructed beginning in spring/summer 2022. Toll funding will be needed to complete the remaining phases of the I-205 Improvements Project (Phase 1B (OR 99E to OR 213), Phase 1C (10th Street to Sunset Bridge), Phase 1D (OR 43 to 10th Street), and Phase 2 (10th Street to Stafford Road, including Tualatin River Bridges reconstruction); see Figure 1. Phase 1B is tentatively planned for construction in 2023. If tolling is approved upon completion of the environmental review process for the I-205 Toll Project, and pending development of a toll program, tolls could be used long term to pay back loans for Phase 1A and to pay for construction of the subsequent phases.

Figure 1. I-205 Toll Project – DRAFT MAP



- ☒ **An overview of the primary purpose and secondary objectives for the project phase being amended into the RTP and its major work elements and milestones (e.g. complete NEPA and obtain the ROD, determine alternatives, selection of the agency preferred alternative, complete design and PS&E package, etc.)**

The Oregon state legislature, region, and ODOT identified the I-205 Improvements Project as a priority project. The I-205 Improvements Project includes seismic bridge upgrades, adding the missing third lane north and south, and interchange improvements. The project received NEPA clearance in 2018; public engagement has been ongoing. In 2021, HB 3055 provided financing tools that allow construction on the first phase (Phase 1A) of the I-205 Improvements Project to begin in 2022, which includes replacement of the Abernethy Bridge and adjacent interchanges. Tolls are needed to fund subsequent phases of the I-205 Improvements Project, and pending completion of the Tolling Environmental Assessment, tolls would also be used as a payback option for funds borrowed for Phase 1A.

The purpose of the I-205 Toll Project is to use variable-rate tolls on the I-205 Tualatin River Bridges and Abernethy Bridge to raise revenue to complete the I-205 Improvements Project and manage congestion. The full text of the Purpose and Need Statement can be found [here](#).

Table 1 is a schedule of the major milestones for the I-205 Toll Project.

Table 1. I-205 Toll Project Major NEPA Milestones

Major NEPA Milestone	2021								2022							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA Regional Transportation Modeling & DTA Subarea Modeling (2045 & 2027)																
Traffic Analysis (data collection, baseline, no-build and build)																
Environmental Assessment Tech Reports																
Draft Environmental Assessment																
Environmental Assessment Public Comment Period																
Environmental Assessment Comment Response Matrix																
Preferred Alternative Regional Modeling and Traffic Analysis (as																
Revised Transportation Tech Report																
Prepare Final Environmental Assessment/FONSI																
Final Environmental Assessment/FONSI																

☒ Include a short description of any major project challenges expected to be addressed by the work elements and milestones.

There have been and will continue to be several challenges for the I-205 Toll Project. The project conducted an engagement evaluation survey following the summer 2020 engagement to learn how to improve. [A summary of findings is posted online.](#)

Some of the major challenges include:

- The ongoing COVID-19 pandemic – ODOT had to quickly adapt outreach and engagement from in-person to virtual. The tools continue to be refined to support engagement.
- This will be the first toll project in Oregon. There is a lack of understanding around modern/electronic tolling and the benefits of tolling.
- ODOT has formed an Equity and Mobility Advisory Committee and is the first toll program that is centering equity at this level during the planning and environmental review phase. This new approach reflects ODOT's commitment to consider the following:
 - Persons experiencing low income who could be negatively affected financially
 - Availability of transportation options
 - Concern about diversion impacts to adjacent neighborhoods
 - Frustration that roads have already been paid for; lack of understanding about the current transportation funding environment
- Anticipated Timeline: 2020 – 2024. Initial I-205 Toll Project was identified at the end of the Value Pricing Feasibility Analysis in 2018. In summer 2020, the I-205 Toll Project officially initiated the NEPA process. The NEPA process is scheduled to be completed by quarter 4 of 2022. Starting in 2022 through 2024, ODOT will be developing toll technology and customer service back-office operations. During this time, the Oregon Transportation Commission will be undergoing a process to set toll rates. The earliest the I-205 Toll Project could begin to collect tolls would be in late 2024.

☒ A short description if there are other agencies or stakeholders involved in the project and their basic roles and responsibilities.

There are many agencies and stakeholders involved in the I-205 Toll Project. Below is a list of the agencies that were invited to formally participate in the environmental review process. Some agencies who declined participating agency status are involved in other ways on the I-205 Toll Project. Many stakeholders participate on the Equity and Mobility Advisory Committee, Regional Partner Agency Staff monthly meetings, Regional Modeling Group meetings, and the Transit and Multimodal Work Group meetings. The rosters of these groups are attached.

Federal regulations (23 USC 139) require that opportunities be provided for federal, state, and local agencies that have jurisdiction by law or a special interest in the project to formally participate in the project’s environmental review process. Three categories of agencies are involved:

- **Lead** – FHWA is the lead federal agency for NEPA compliance on the I-205 Toll Project. Serving as a joint lead agency with FHWA, ODOT will share in the responsibility to prepare the NEPA document.
- **Cooperating** – A cooperating agency is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. No cooperating agencies have been identified for the I-205 Toll Project.
- **Participating** – Participating agencies that are not cooperating agencies are those having a specific interest in the I-205 Toll Project. Within this Coordination Plan, the term “participating agencies” includes Tribes with an interest in the I-205 Toll Project. These groups also to participate in the development of the Environmental Assessment.

Table 2. Lead Agencies

Agency	Responsibilities
Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> • Manage 23 USC 139 process; prepare Environmental Assessment; provide opportunity for public, participating and cooperating agency involvement
Oregon Department of Transportation (ODOT)	<ul style="list-style-type: none"> • Manage 23 USC 139 process; prepare Environmental Assessment; provide opportunity for public, participating and cooperating agency involvement

Table 3. Agencies and Tribes Invited to be Participating Agencies

Agency	Responsibilities	Status
Federal		
National Marine Fisheries Service (NMFS)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: Water quality and species protected under the Endangered Species Act. 	No response
U.S. Environmental Protection Agency (US EPA)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: environmental or socioeconomic impacts. 	Declined
U.S. Fish and Wildlife Service (USFWS)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: water quality and species protected under the Endangered Species Act. 	No response
Tribes		
Confederated Tribes of the Grand Ronde Community of Oregon	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	Declined

Agency	Responsibilities	Status
Confederated Tribes of Siletz Indians	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes of the Umatilla Indian Reservation	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes of the Warm Springs Reservation of Oregon	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Confederated Tribes and Bands of the Yakama Nation	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response

Agency	Responsibilities	Status
Cowlitz Indian Tribe	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
Nez Perce Tribe	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: archaeology, history, and tribal interests. 	No response
State		
Oregon Department of Environmental Quality (DEQ)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: environmental impacts. 	Accepted
Oregon Department of Fish and Wildlife (ODFW)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: water quality, fish and wildlife species. 	No response

Agency	Responsibilities	Status
Oregon Department of Land Conservation and Development (DLCD)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: land use, statewide land use goals. 	No response
Oregon Department of Energy (ODOE)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: energy. 	No response
Oregon Department of State Lands (DSL)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: wetlands and waterways, state-owned lands. 	Declined
Oregon State Historic Preservation Office (SHPO)	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: Historic Resources, Archaeological Resources, and Historic Preservation Act Section 106 compliance. 	Accepted

Agency	Responsibilities	Status
Oregon Tourism Commission (Travel Oregon)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: tourism economics. 	No response
Washington State Department of Transportation (WSDOT)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency: transportation and transportation planning. 	Accepted
Regional		
C-TRAN	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Metro	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
Port of Portland	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Port of Vancouver	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Southwest Washington Regional Transportation Council (RTC)	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
TriMet	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies for the following technical topics based on the special expertise or jurisdiction of the agency. 	Accepted
Local		
Clackamas County	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
Clark County	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
Marion County	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
Multnomah County	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
Washington County	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Camas	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response

Agency	Responsibilities	Status
City of Canby	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Durham	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Gladstone	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Gresham	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Happy Valley	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
City of Johnson City	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Lake Oswego	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of King City	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Maywood Park	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Milwaukie	<ul style="list-style-type: none"> Review Environmental Assessment for sufficiency and provide comments. Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

Agency	Responsibilities	Status
City of Oregon City	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Portland	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Rivergrove	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Sherwood	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of Tigard	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response

Agency	Responsibilities	Status
City of Tualatin	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Vancouver	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Washougal	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	No response
City of West Linn	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted
City of Wilsonville	<ul style="list-style-type: none"> • Review Environmental Assessment for sufficiency and provide comments. • Identify any issues of concern regarding the I-205 Toll Project's potential environmental impacts and provide timely input on unresolved issues. • Provide comments on the purpose and need; range of alternatives; and methodologies based on the special expertise or jurisdiction of the agency. 	Accepted

2 Regional Significance Determination

- ☒ The transportation project is located on a facility designated in one or more of the RTP network maps.

Within the 2018 RTP, I-205 is designated:

- Throughway on the regional motor vehicle network map (Figure 3.13)
- Frequent bus and future high-capacity transit on the regional transit network map (Figure 3.16)
- Main roadway route on the regional freight network map (Figure 3.21)

- ☒ The transportation investment requires permission or approval(s) from the U.S. Department of Transportation or project level NEPA review.

The I-205 Toll Project is currently in a project-level NEPA review, currently classified as an Environmental Assessment, which is anticipated to be completed in 2022.

- ☒ Other information for Metro staff to consider (please describe):

This is the first toll project in Oregon and will be foundational to providing a revenue stream to fund highway and multimodal congestion relief projects in the corridor, including funds toward the construction of the I-205 Implementation Project. Variable-rate tolls will help manage travel demand, resulting in reduced traffic congestion and benefiting those who pay the toll with a faster, more reliable trip.

FHWA has requested this RTP update, to clarify the financial connection between the I-205 Improvements Project and the I-205 Tolling Project. In addition, FHWA requires NEPA analysis to be completed under the preliminary engineering phase.

3 Regional Transportation Plan Consistency

- ☒ Identify the RTP Chapter 2 **regional goals and objectives** being addressed by this transportation investment – and provide a brief description of how.]

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

Objective 1.1 2040 Growth Concept Implementation – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).

Objective 1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.

Objective 1.3 Affordable Location-Efficient Housing Choices – Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.

Objective 1.4 Access to Community Places¹ – Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.

Response:

The I-205 Toll Project performance measures will specifically measure access from households in our Equity Framework-identified communities, which includes and expands upon Metro's equity definition of historically marginalized communities, to jobs, parks, and social resources (health services, community centers, grocery stores, schools, places of worship, etc.). The goal tied to these performance measures is to "provide benefits for historically and currently underserved communities."

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region.

Objective 2.1 Connected Region – Build an integrated system of thoroughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.

Objective 2.2 Access to Industry and Freight Intermodal Facilities – Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air

cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.

Objective 2.3 Access to Jobs and Talent – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.

Objective 2.4 Transportation and Housing Affordability – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.
- Support multimodal transportation choices.
- Support interoperability with other toll systems.
- Support regional economic growth.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement. In coordination with Metro staff, we are developing a travel demand model that extends out of the Metro Urban Growth Boundary to understand impacts on areas within and beyond the region. Our performance measures also call out the specific regional and local impacts to movement of freight and commercial transportation.

GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce vehicle miles traveled.

Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks.

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.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.
- Support multimodal transportation choices.

- Maximize interoperability with other transportation systems.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement.

Through the work of our Transit Multimodal Work Group, which comprises representatives from most of the region's transit providers, we have been discussing how the fare and technology system between tolling and transit can be integrated and seamlessly interoperable for the customer.

Through the work of our Equity and Mobility Advisory Committee, we have been providing research on how tolling has been coordinated with transit and multimodal transportation investments from around the United States and the world. Their work in communicating preferred policy and strategies for ODOT and the Oregon Transportation Commission will help inform and further the conversation for commitments to address transit and multimodal transportation needs in developing the I-205 Toll Project and the Oregon Toll Program, which has statewide impacts.

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

Objective 4.1 Regional Mobility – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.

Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Objective 4.3 Travel Information – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.

Objective 4.4 Incident Management – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.

Objective 4.5 Demand Management – Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.

Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

Objective 4.7 Parking Management – Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Support safety, regardless of mode of transportation.

- Support multimodal transportation choices.
- Support interoperability with other toll systems.
- Support regional economic growth.

I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement. Person throughput in the corridor is a specific measure. ODOT is collaborating with Metro on the regional travel demand model, which includes all of the transportation and transit assumptions in the fiscally constrained Regional Transportation Plan project list, to inform the impacts analysis.

After the I-205 Toll Project completes the Environmental Assessment, a toll-rate setting process will begin. This process will identify the real-time data and decision-making process for future adjustments to the toll rate schedule. Based on the modeling data and feedback in the environmental review process, ODOT will propose a variable rate, and set the schedule for congestion pricing on the I-205 Toll Project that is intended to manage vehicle congestion, encourage shared trips, and increase transit use.

Through the work of our Transit Multimodal Work Group, which comprises representatives from most of the region's transit providers and Transportation Management Agencies, we have been discussing how to increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Objective 5.2 Transportation Security – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

Objective 5.3 Preparedness and Resiliency – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

Response:

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals:

- Limit additional traffic diversion from tolls on I-205 to adjacent roads and neighborhoods.
- Support safety, regardless of mode of transportation.
- Contribute to regional improvements in air quality and support the State's climate-change efforts.
- Support multimodal transportation choices.

I-205 Toll Project performance measures go into greater detail about how we are measuring the impacts to safety for all modes of travel on the highway and roadways within the Area of Potential Impact. Additionally, through the review of performance measures with our Equity and Mobility Advisory Committee, we revised and updated our performance measures to understand impacts to neighborhood air quality, heat islands, and stress on the bike/walk system (e.g., using Level of Traffic Stress as a measure).

As the I-205 Toll Project is needed to fully deliver the I-205 Improvements Project, the seismic upgrade of the Abernathy Bridge and Tualatin River Bridges will provide an essential enhancement to the region's and state's infrastructure. This route is on crucial freight and emergency response route.

Additional bridges will either be upgraded or replaced to accommodate widening and withstand a major earthquake at the following locations over I-205:

- West A Street
- Sunset Avenue
- Tualatin River
- Borland Road
- Woodbine Road
- Main Street
- 10th Street
- Blankenship Road

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Objective 6.2 Historic and Cultural Resources – Protect historic and cultural resources from the negative impacts of transportation.

Objective 6.3: Green Infrastructure – Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.

Objective 6.4: Light Pollution – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.

Objective 6.5: Habitat Connectivity – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.

Response

The I-205 Toll Project performance measures will measure and avoid, minimize, or mitigate barriers through design to biological, water, historic and cultural resources.

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Objective 7.2 Clean Air – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions.

Objective 7.3 Other Pollution Impacts – Minimize air, water, noise, light and other transportation-related pollution health impacts.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals or objectives:

- Contribute to regional improvements in air quality and support the State’s climate-change efforts.
- Support equitable and reliable access to health promoting activities (e.g., parks, trails, recreation areas) and health care clinics and facilities.
- Support multimodal transportation choices.

I-205 Toll Project performance measures go into greater detail about how the analysis will help analyze impacts to air pollutants, emissions, and minimize impacts to air, water, and noise, so that we can avoid, minimize, or mitigate.

Through the review of performance measures with our Equity and Mobility Advisory Committee, we revised and updated our performance measures to understand impacts to neighborhood air quality, heat islands, and stress on the bike/walk system (e.g., using Level of Traffic Stress as a measure).

GOAL 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

Objective 8.1 Climate Smart Strategy Implementation – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.

Objective 8.2 Greenhouse Gas Emissions Reduction – Meet adopted targets for reducing transportation-related greenhouse gas emissions.

Objective 8.3 Vehicle Miles Traveled – Reduce vehicle miles traveled per capita.

Objective 8.4 Low and Zero Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.

Objective 8.5 Energy Conservation - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

Objective 8.6 Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the following goals or objectives:

- Contribute to regional improvements in air quality and support the State’s climate-change efforts.
- Support management of congestion and travel demand.

I-205 Toll Project performance measures go into greater detail about how the analysis will help analyze and reduce impacts to energy use, vehicle miles traveled, and greenhouse gas emissions.

Additionally, the I-205 Toll Project performance measures go into greater detail about how the analysis on impacts to bicycle and transit is being done with a similar rigor to that for automobiles and freight movement.

Through the work of our Transit Multimodal Work Group, which comprises representatives from mostly all of the region’s transit providers, we have been discussing how the fare and technology system between tolling and transit can be integrated and seamlessly interoperable for the customer.

Through the work of our Equity and Mobility Advisory Committee, we have been providing research on how tolling has been coordinated with transit and multimodal transportation investments from around the United States and the world. Their work in communicating preferred policy and strategies for ODOT and the Oregon Transportation Commission will help inform and further the conversation for commitments to address transit and multimodal transportation needs in developing the I-205 Toll Project and the Oregon Toll Program, which has statewide impacts.

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.

Response

The I-205 Toll Project Purpose and Need Statement specifically identifies the goal of provide benefits for historically and currently excluded and underserved communities. How this would be accomplished is further defined in the I-205 Toll Project objectives and performance measures for this goal, as well as the Oregon Toll Program’s Equity Framework. The Equity Framework is a document that was developed in coordination between ODOT and the Equity and Mobility Advisory Committee. Key elements of this document include the following:

- Articulation of a trauma-informed approach.
- A more iterative step-by-step process that is changing the way ODOT conducts the environmental review process.
- Definition for equity groups that goes beyond what is traditionally required by Environmental Justice analysis.
- Pushing ODOT to commit to actions that advance equity, not just mitigate impact.
- Recognizing ODOT’s historical and current role in furthering inequality.

Building upon the work of the Value Pricing Feasibility Analysis, the Oregon Transportation Commission has directed ODOT and the Equity and Mobility Advisory Committee to develop options that address equity in tolling by increased transit and transportation options, addressing impacts of diversion on neighborhood health and safety, and impacts to affordability. Additionally, through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

GOAL 10: Fiscal Stewardship.

Regional transportation planning and investment decisions provide the best return on public investments.

Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Objective 10.2 Sustainable Funding – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.

Response

The quality of our transportation infrastructure and availability of funds are not keeping pace with population and jobs growth in our region. The federal gas tax that funds transportation projects has not increased since 1993, and Oregon state transportation funds have been primarily dedicated to maintaining aging infrastructure. Allowing the system to continue on its

current trajectory will result in a severely diminished economy, reduce quality of life, and deepen current inequities.

ODOT's Urban Mobility Office is charged with advancing ODOT's mission to comprehensively address some of the region's most pressing transportation challenges, including equity, climate change, safety, congestion, and reliable funding. The Urban Mobility Office is working on a plan to manage congestion for decades to come through implementation of congestion pricing, targeted elimination of highway bottlenecks, and strategic multimodal investments across the transportation network, in close coordination with partner agency efforts. The Oregon Toll Program is foundational to delivering this strategy. Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements. Together, the investments and strategies will provide people with faster and more efficient travel using the transportation mode of their choice. The I-205 Toll Project is the first toll project in the metropolitan region and can be the beginning of the larger Oregon Toll Program implementation.

The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project. As considered, tolls would help fund construction of the planned I-205 Improvements Project while giving travelers a better and more reliable trip. The I-205 Toll Project will also fund equity and mobility strategies that contribute to a more equitable toll project. Toll collection can continue in perpetuity, after the debt commitment for construction of the I-205 Improvements Project is paid. This ongoing revenue source can continue to pay for transportation investments into the future.

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

Objective 11.1 Meaningful Public and Stakeholder Engagement – Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.

Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Objective 11.3 Coordination and Cooperation – Improve coordination and cooperation among the owners and operators of the region's transportation system.

Response

ODOT is employing many strategies to ensure engagement and transparency around decisions and the decision-making process. All of the engagement plans provide the various strategies we are employing to communicate information. A summary of the early project engagement for the

Purpose and Need Statement, alternatives and goals and objectives can be found in the [I-205 Engagement Summary](#).

Additionally, the Equity and Mobility Advisory Committee developed [the Equity Framework that guides the entirety of this project, including the technical analysis and the public engagement strategies. The goals of the toll projects' equity framework are to:](#)

- Gain better outcomes for communities who have been historically [and are currently underrepresented and underserved by transportation projects](#)
- Be [transparent, inclusive and intentional when engaging communities in solutions](#)

In addition, the I-205 Toll Project conducted an [initial demographic assessment](#), based on a review of US Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process.
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.

A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

<input checked="" type="checkbox"/> Identify the RTP investment priorities being addressed by this transportation investment – improving safety, advancing equity, reducing greenhouse gas emissions and/or managing congestion – and provide a brief description of how.

THE CHALLENGE

Congestion in the Portland metropolitan area has steadily increased in the past decade, with regional growth trends showing that these increases are likely to be sustained and expanded for the foreseeable future. The impacts of the COVID-19 pandemic resulted in reduced traffic on the transportation system during the past year, but we are experiencing traffic levels return to near pre-pandemic levels on many regional roadways. May 2021 traffic volumes on the region's freeway network approached 92% of pre-pandemic levels.

Significant population and employment growth in the region are straining the region's roadways. The population growth trajectory in the Portland metropolitan area is anticipated to accelerate in the coming decades, with a 23% population growth from 2.5 million to over 3 million residents between 2018 and 2040, followed by a 43% increase to 3.5 million residents by 2060.¹ Job growth in greater Portland continues to outpace that of the United States average, with job growth in Portland occurring at an average annual rate of 2% in 2019, which was greater than the nationwide average of 1.6%.²

ODOT has observed severe congestion throughout the region's freeway network. In 2019, evening peak travel times on the most congested portions of I-5 and I-205 approached three times that of the "freeflow" duration without congestion. Sections of I-5 and I-205 with older designs, sudden lane reductions or on-ramps with significant demand have resulted in these segments operating as "bottlenecks," with average travel times falling below 75% of freeflow speed (45 miles per hour). While the daily economic impact of delayed vehicles on regional freeways in 2019 is \$1.2 million, congestion also spurs increased air pollution and collisions.

The quality of our transportation infrastructure and availability of funds are not keeping pace with population and jobs growth in our region. The federal gas tax that funds transportation projects has not increased since 1993, and Oregon state transportation funds have been primarily dedicated to maintaining aging infrastructure. Much of the region's infrastructure is at risk of failing in a significant earthquake and needs updating. Transportation emissions are Oregon's largest single source of greenhouse gas emissions, and our transportation system contributes to inequities experienced by historically and currently underrepresented and underserved communities.

Allowing the system to continue on its current trajectory will deepen current inequities, severely diminish the economy, reduce quality of life, and result in increased greenhouse gas emissions.

A region cannot build its way out of congestion. Countless locations across the world have tried and failed to do so. Oregon is rightly proud of our investments in multimodal infrastructure. We know that highways are only one part of a thriving transportation network.

OUR CHARGE

ODOT's Urban Mobility Office is charged with advancing ODOT's mission to comprehensively address some of the region's most pressing transportation challenges, including equity, climate change, safety, congestion, and reliable funding. The Urban Mobility Office is working on a plan to manage congestion for decades to come through implementation of congestion pricing,

¹ Census Reporter. 2018. Accessed June 17, 2021. <https://censusreporter.org/profiles/16000US4159000-portland-or/>.

² Portland Business Alliance. 2020. Value of Jobs State of the Economy. Accessed March 15, 2021. <https://portlandalliance.com/assets/pdfs/economic-reports/2020-VOJ-State-of-Economy-WEB.pdf>.

targeted elimination of highway bottlenecks, and strategic multimodal investments across the transportation network.

The Oregon Toll Program is foundational to delivering this strategy. Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements. Together, the investments and strategies will provide people with faster and more efficient travel using the transportation mode of their choice. The I-205 Toll Project is the first toll project in the metropolitan region and can be the beginning of the larger toll program implementation.

- **Advancing equity**

- Established Equity Framework and Equity and Mobility Advisory Committee, which deepens relationships and partnerships with historically and currently underrepresented and underserved communities.
- The Equity Framework is changing the way ODOT would normally do the environmental review process to one that is more transparent and iterative.
- The Equity Framework is pushing ODOT to commit to actions that advance equity, not just mitigate impact. For example, the I-205 Toll Project will evaluate strategic investments to advance equity for transit and multimodal transportation options, neighborhood health and safety, and affordability
- Tolling is one funding tool that can more accurately reflect the true cost of those contributing to peak-hour congestion and benefit low-income drivers who value a reliable trip and easier access to more jobs.
- Congestion pricing coupled with improvements around bottlenecks provides congestion relief that can improve air quality in communities adjacent to the highway, which are disproportionately historically marginalized or excluded communities.
- Through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

- **Improving safety**

- Through variable toll rates, better congestion management reduces the large speed differences in stop-and-go traffic that backs up at peak travel hours and leads to severe injury crashes or deaths.
- Evaluating strategic safety and health investments in areas affected by I-205 toll-based diversion as to determine what investments would advance equity through safety improvements.
- I-205 Improvements Project, which includes crucial seismic upgrades, is made possible with tolling.
- New roundabout with the I-205 Improvements Project will improve safety and operations for northbound travelers accessing I-205.

- Auxiliary lanes will be lengthened and improved to address substandard merging and reduce traffic weaving.
- **Climate**
 - Reduces greenhouse gas and vehicle miles traveled through mode shifts. Project evaluating expanded transportation options.
 - Reduces greenhouse gas emissions by managing congestion so that fewer hours are spent waiting in highway congestion.
 - Abernathy Bridge improvements will construct the first earthquake-ready interstate structure across the Willamette River and seismic upgrades will be done to eight other corridor bridges, with the I-205 Improvements Project.
- **Congestion**
 - Tolling can manage congestion through variable-rate tolls, while also providing revenue for strategic transportation improvements.
 - Supports improved travel time, reliability, and efficient movement of goods.
 - Supports movement of regional and statewide economic development by opening access to a wider range of jobs and improving predictability of travel times.
 - Evaluating strategic investments made to advance equity through safety improvements in areas affected by toll-based diversion.
 - I-205 Improvements Project, which includes crucial seismic upgrades, is made possible with tolling.

☒ Describe how project is consistent with and supports implementation of RTP System and Regional Design policies (see [RTP Chapter 3](#), Section 3.2 through Section 3.11).

3.2 OVERARCHING SYSTEM POLICIES

3.2.1 Safety and security policies

3.2.1.1 Regional Transportation Safety Strategy (2018)

3.2.1.2 Using the Safe System approach

3.2.1.3 Regional high injury corridors and intersections

3.2.1.4 Safety and security policies

Response

The I-205 Toll Project meets the safety strategy and safety and security policies in the following ways:

- The I-205 Toll Project is relying on the regional travel demand model and also more refined modeling with the Dynamic Traffic Analysis and Multi Criteria Evaluation tool to analyze traffic patterns.

- For roadway safety, the NEPA analysis will assess the change in roadway safety conditions (based on Highway Safety Manual Part C Methodology) as well as change in roadway queues that could affect safety
- For bicycle and pedestrian modes, safety will be qualitatively addressed based on changes in Level of Traffic Stress (LTS) for each mode based on ODOT's bicycle and pedestrian documented LTS calculation methodology
- Through variable toll rates, better congestion management reduces the large speed differences in stop-and-go traffic that backs up at peak travel hours and leads to severe injury crashes or deaths.
- Evaluating strategic safety and health investments in areas impacted by I-205 toll-based diversion as to determine what investments would advance equity through safety improvements.
- New roundabout with the I-205 Improvements Project will improve safety and operations for northbound travelers accessing I-205.
- Auxiliary lanes will be lengthened and improved to address substandard merging and reduce traffic weaving.

3.2.2 Transportation equity policies

3.2.2.1 Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (2016)

3.2.2.2 Transportation equity and the Regional Transportation Plan

3.2.2.3 Regional Transportation Plan equity focus areas

3.1.2.4 Transportation equity policies (7 policies)

Response

ODOT's strategic plan and Urban Mobility Office implementation of the plan includes the charge to serve all Oregonians equitably. The voices of our community matter and influence the work we do. A focus on equity ensures that we look beyond merely improving the system to improving the quality of life of every Oregonian. This includes being mindful of the benefits and burdens created by our work and ensuring they are distributed equitably. The equity goal includes focusing on workforce diversity and opportunities for advancement, expanding economic opportunities for minority groups, climate-change equity, and creating more representative public engagement processes.

- **Advancing equity in the I-205 Toll Project**
 - Established Equity Framework and Equity and Mobility Advisory Committee, which deepens relationships and partnerships with historically and currently underrepresented and underserved communities.
 - The Equity Framework is changing the way ODOT would normally do the environmental review process to one that is more transparent and iterative.

- The Equity Framework is pushing ODOT to commit to actions that advance equity, not just mitigate impact. For example, the I-205 Toll Project will evaluate strategic investments to advance equity for transit and multimodal transportation options, neighborhood health and safety, and affordability
- Tolling is one funding tool that can more accurately reflect the true cost of those contributing to peak-hour congestion and benefit low-income drivers who value a reliable trip and easier access to more jobs.
- Congestion pricing coupled with improvements around bottlenecks provides congestion relief that can improve air quality in communities adjacent to the highway, which are disproportionately historically marginalized or excluded communities.
- Through the Oregon Legislature, ODOT will be required to report back on an equitable, income-based toll rate by September 2022.

The I-205 Toll Project conducted an [Initial demographic assessment](#), based on a review of U.S. Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.
- A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

3.2.3 Climate leadership policies

3.2.3.1 Climate Smart Strategy (2014)

3.2.3.2 Climate Smart Strategy policies (9 policies – note Policy 4 safety and reliability and Policy 5 Managed system)

3.2.3.3 Climate Smart Strategy toolbox of potential actions (Appendix J)

3.2.3.4 Climate Smart Strategy monitoring

3.2.3.5 Transportation preparedness and resilience

Response

Greenhouse gas emissions from cars and trucks have been rising since 2013 and represented 39% of total statewide emissions in 2016 (Oregon Global Warming Commission 2018). Idling vehicles sitting in congested conditions contribute to these emissions. In March 2020, the governor signed an executive order to reduce greenhouse gas emissions 45% below 1990 levels by 2035 and 80% below 1990 levels by 2050.

The I-205 Toll Project is consistent with the RTP policies related to climate change because it will result in greenhouse gas reduction through reduced vehicle miles traveled resulting from mode shifts. The project is evaluating expanded transportation options. The project will also reduce greenhouse gas emissions by managing congestion so fewer hours are spent waiting in in highway congestion.

3.2.4 Emerging technology policies

3.2.4.1 Emerging Technology Strategy (2018)

3.2.4.2 Emerging technology principles

3.2.4.3 Emerging technology policies

Response

The I-205 Toll Project will be all electronic tolling. The full technology design has not been developed, but ODOT plans to utilize and leverage applicable emerging technology as design of the toll collection technology is developed.

3.3 REGIONAL DESIGN AND PLACEMAKING VISION AND POLICIES

3.3.1 Streets serve many functions

3.3.2 Regional design classifications

3.3.3 Designs for safe and healthy transportation for all ages and abilities

3.3.4 Designs for stormwater management and natural, historic and cultural resource protection

Response

The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to communities historically and currently excluded or underserved by the transportation system. These communities include varying ages, abilities and other factors. To achieve equitable outcomes and an equitable process in the I-205 Toll Project, ODOT seeks to actively engage these communities. The Oregon Toll Program will consistently and intentionally inform, listen to, learn from, and empower these communities throughout the I-205 Toll Project's development, implementation, monitoring, and evaluation processes. The I-205 Toll Project is still in NEPA evaluation, and the input described above will inform the project design.

3.4 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

3.4.1 Regional mobility corridor concept

Response

The I-205 Toll Project will operate on the designated I-205 throughway, an element of the regional mobility corridor concept that “integrates throughways, high capacity transit, arterial streets, frequent bus routes, freight/passenger rail and bicycle parkways into subareas of the region that work together to provide for regional, statewide and interstate travel” (RTP, page 3-55). ODOT seeks to implement the I-205 Toll Project on one of the top reoccurring throughway bottlenecks in the region (2013 – 2015) (RTP, Figure 4.41) to help manage congestion in this area and raise revenue to construct the I-205 Improvements Project. The I-205 Toll Project will contribute to the purpose of the regional mobility corridor concept by easing congestion on this critical throughway to move people and goods more efficiently through the region. As the I-205 Toll Project is developed and evaluated, it is considering opportunities to support bicycling, walking and access to transit in the corridor.

3.5 REGIONAL MOTOR VEHICLE NETWORK VISION AND POLICIES

3.5.1 Regional motor vehicle network vision

3.5.2 Regional motor vehicle network concept

3.5.3 Regional motor vehicle network policies (Throughways)

3.5.4 Interim regional mobility policy

3.5.5 Congestion management process – (also called out 4th bullet – next section)

Response

The I-205 Toll Project is part of the comprehensive congestion management strategy that ODOT is implementing. The Urban Mobility Office was established to oversee, align, and implement ODOT’s core urban mobility projects to achieve regional congestion relief, mobility, and safety for all users of the highway and interstate system. In addition, the Urban Mobility Office is implementing the Oregon Toll Program that will contribute to regional congestion relief and secure sustainable funding to modernize, not just maintain, the transportation system.

In line with ODOT’s mission, the Urban Mobility Office envisions an Oregon where all people have access to the mode of transportation that works best for them. ODOT is committed to supporting and investing in projects that provide a modern transportation system for all users. This includes multimodal transportation investments like public transportation, bicycle and pedestrian facilities, and safety enhancements like seismic upgrades to bridges, bottleneck alleviation to reduce potential crashes, and more protected facilities for all users. This commitment comes in two forms: delivering projects and supporting partner projects.

The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project and manage congestion. The toll project is currently being evaluated for benefits and impacts. As considered, tolls would help fund construction of the planned I-205 Improvements Project while giving travelers a better and more reliable trip.

Managing congestion on throughways will contribute to overall motor vehicle network efficiencies in the region. Implementing the I-205 Toll Project on the segment of the I-205 throughway between Stafford Road and the OR 43 interchange, will ease congestion at this top reoccurring regional throughway bottleneck, by:

- Providing funds to construct the I-205 Improvements Project, which includes seismic upgrades to bridges and a third travel lane in each direction among other improvements, and
- Shifting some drivers to either change their time of travel to less congested times of day; to other modes of travel like bus, biking or walking; or to not make their trip at all.

The implementation of the I-205 Toll Project is in direct support of the following regional motor vehicle network policies:

- *Policy 1 – Preserve and maintain the region’s motor vehicle network system in a manner that improves safety, security and resiliency while minimizing life cycle cost and impact on the environment.* Tolls will allow ODOT to actively manage capacity on the segment of I-205 throughway to allow for continues travel. The easing of stop/start traffic will result in a safer travel environment and result in less rear-end crashes. Further, the I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes seismic upgrades to the Abernethy Bridge and Tualatin River Bridges, and several other bridges in the project area, contributing to the region’s resiliency in the event of a large earthquake.
- *Policy 3 – Actively manage and optimize capacity on the region’s throughway network for longer, regional, statewide and interstate travel.* The I-205 Toll Project will actively manage and optimize capacity on this segment of the I-205 throughway.
- *Policy 5 - Strategically expand the region’s throughway network up to six travel lanes plus auxiliary lanes between interchanges to maintain mobility and accessibility and improve reliability for regional, statewide and interstate travel.* The I-205 Toll Project will implement tolls in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes a third travel lane in each direction between Stafford Road and the OR 43 interchange.
- *Policy 6 – In combination with increased transit service, consider use of congestion pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.* The I-205 Toll Project will implement tolls (synonymous with the term congestion pricing in this case), in the vicinity of the Abernethy Bridge and Tualatin River Bridges in Clackamas County to fund the I-205 Improvements Project, which includes a third travel lane in each direction between Stafford Road and the OR 43 interchange. The I-205 Toll Project is considering and evaluating opportunities to support transit investments in the corridor.
- *Policy 10 – Address safety needs on the motor vehicle network through coordinated implementation of cost-effective crash reduction engineering measures, education, and*

enforcement. The I-205 Toll Project will reduce crashes through interchange improvements that reduce conflicts between drivers entering and exiting the through traffic.

3.6 *REGIONAL TRANSIT NETWORK VISION AND POLICIES*

3.6.1 *Regional transit network vision*

3.6.2 *Regional transit network concept*

3.6.3 *Regional transit network functional classifications and map*

3.6.4 *Regional transit network policies (8 Policies)*

Response

ODOT is working closely with local jurisdiction partners and transit providers to better understand how to support the transit policies.

3.7 *REGIONAL FREIGHT NETWORK VISION AND POLICIES*

3.7.1 *Regional freight network concept facilities.*

3.7.2 *Regional freight network policies (7 Policies)*

3.7.3 *Regional freight network classifications and map*

Response

The I-205 Toll Project is located in the Clackamas Industrial Area freight regional freight network.

Movement of people and goods is critical to support a growing economy. Freight tonnage in the Portland region is expected to double by 2040, with 75% of total freight tonnage moved by truck. I-205 is a designated north-south interstate freight route in a roadway network that links Canada, Mexico and major ports along the Pacific Ocean. Trucks represent 6% to 9% of total traffic on I-205.

Congestion on I-205 affects the ability to deliver goods on time, which results in increased costs and uncertainty for businesses. The cost of congestion on I-205 increased by 24% between 2015 and 2017, increasing to nearly half a million dollars each day in 2017 (ODOT 2018b). Increasing congestion and demand and for goods will result in more delay, costs, and uncertainty for all businesses that rely on I-205 for freight movement.

The I-205 Toll Project supports regional freight policies by improving travel reliability and reducing congestion. The I-205 Toll Project shows the potential to improve traffic conditions in the transportation system during peak hours. The project shows an overall vehicle-hours travelled reduction due to travel-time savings on the freeway.

The I-205 Toll is expected to reduce vehicle throughput on tolled segments of I-205 because of the toll diversion. Tolling causes some drivers to divert their trips to other routes (rerouting) or destinations, other modes (mode shift), or other times of day. Daily traffic volumes are reduced.

3.8 REGIONAL ACTIVE TRANSPORTATION NETWORK VISION

3.8.1 Regional active transportation network vision

Response

ODOT is working closely with local jurisdiction partners to better understand how to support the regional active transportation network vision.

3.9 REGIONAL BICYCLE NETWORK CONCEPT AND POLICIES

3.9.1 Regional bicycle network concept

3.9.2 Regional bicycle network policies (5 policies)

3.9.3 Regional bicycle network functional classifications and map

Response:

ODOT is working closely with local jurisdiction partners to better understand how to support the regional bicycle network concept and policies.

3.10 REGIONAL PEDESTRIAN NETWORK CONCEPT AND POLICIES

3.10.1 Regional pedestrian network concept

3.10.2 Regional pedestrian network policies

3.10.3 Regional pedestrian network classifications and map

Response

ODOT is working closely with local jurisdiction partners to better understand how to support the regional pedestrian network concept and policies.

3.11 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS VISION AND POLICIES

3.11.1 Transportation system management and operations concept

3.11.2 Transportation system management and operations policies (7 policies, #1 is about pricing)

Response:

The I-205 Toll Project will be the first pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing. Congestion pricing is a strategy that supports the RTP's transportation system management and operations concept to:

- Improve safety and travel time reliability.
- Improve transit on-time arrival and speeds.
- Reduce travel delay.
- Decrease vehicle miles traveled and drive alone trips.
- Reduce fuel use and corresponding air pollution and greenhouse gas emissions.

The implementation of the I-205 Toll Project is in direct support of the following transportation system management and operations policies:

- *Policy 1 - Expand use of pricing strategies to manage travel demand on the transportation system in combination with adequate transit service options.* The I-205 Toll Project will be the first pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing. ODOT is working closely with local jurisdiction partners and transit providers to better understand how to support the transit policies.
- *Policy 2 – Expand use of access management, advanced technologies and other tools to actively manage the transportation system.* The I-205 Toll Project will be the first congestion pricing project in the Portland metropolitan area and will be the catalyst for developing a regional system of pricing.

☒ **Describe how identification of the project followed the RTP congestion management process policies (See [RTP Chapter 3](#), Section 3.5.5) by considering the transportation strategies as described in Section 3.5.5 and Metro Code section [3.08.220.A](#).**

The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the federal Congestion Management Process, Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G), and Section 3.08.220 of the Regional Transportation Functional Plan. In some parts of the greater Portland region, the transportation system is generally complete, while in other parts of the region, especially those where new development is planned, significant amounts of infrastructure will be added. In both contexts, management strategies have great value. Where the system is already built out, such strategies may be the only ways to manage congestion and achieve other objectives. Where growth is occurring, system and demand management strategies can be integrated before and during development to efficiently balance capacity with demand.

4 Fiscal Constraint

- ☒ Provide estimated total project cost in 2016 dollars for each phase through construction, and anticipated cost and timing for each project phase.
- ☒ Identify source of cost estimate to identify the confidence level of project costs (select one of the following):

- **Conceptual estimate:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
- **Planning-level estimate:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).
- **Engineer's estimate:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

Construction costs will be part of the statewide program development costs. The preliminary engineering phase will cost an estimated \$27,257,890 in 2021 dollars. Construction phase costs are unknown prior to preliminary engineering efforts, including NEPA, but would come from the statewide toll program, which is new revenue and therefore would not affect the fiscal constraint. The funding source for the preliminary engineering phase is additional federal money that was greater than anticipated and therefore new money that was not forecast by ODOT and not included in the RTP financial forecast.

- ☒ Describe and provide documentation of relevant funding sources to be considered and/or secured for the project or changes to existing RTP financially constrained revenue assumptions.

New funds that were not previously anticipated will be used for this project. ODOT had a federal funding assumption and the federal authorization was greater than anticipated. See the attached Oregon Transportation Commission meeting minutes.

5 Performance

☒ Describe how the project or program advances one or more of the RTP investment priorities – improving safety, advancing equity, reducing greenhouse gas emissions and/or managing congestion.

The I-205 Toll Project is currently in the environmental review phase. Performance measures for all four of the RTP investment priorities are included in the metrics that will be analyzed during the NEPA process. The following performance measures have been developed with input from regional and local partners, as well as the Toll Program’s Equity and Mobility Advisory Committee:

- **Improving Safety**
 - An assessment of the potential for additional diversion onto the surrounding street system, especially onto neighborhood streets designed for low speed, low volume conditions.
- **Advancing Equity**
 - Consideration of [equity and mobility strategies](#) to ensure people of all demographics receive travel benefits.
- **Reducing Greenhouse Gas Emissions**
 - An assessment of the potential to reduce greenhouse gas emissions in the corridor by reducing start/stop traffic.
 - Congestion pricing is widely viewed as one tool that can likely help Oregon meet statewide greenhouse reduction goals. House Bill 3055 amended ORS 383.001 to explicitly acknowledge Oregon’s congestion issue and the role tolling has in alleviating the issue and supporting climate goals: “Significant traffic congestion adversely impacts Oregon’s economy and the quality of life of Oregon’s communities. Where appropriate, variable-rate tolls should be applied to reduce traffic congestion and support the state’s greenhouse gas emissions reduction goals.”
- **Managing Congestion**
 - Inclusion of a variable-rate toll that is higher during peak hours.
 - An assessment of whether improved reliability on I-205 will make bus service on the highway a viable option to improve the currently limited public transportation options between West Linn, Oregon City and the I-5 corridor.
 - An evaluation of existing transit during peak periods to accommodate any shift in travel modes.

☒ Describe how the project or program contributes one or more of the federal and/or regional performance targets (RTP Chapter 2) for the transportation system.

- **Affordability**
 - Working under the Equity Framework developed by the Oregon Toll Program’s Equity and Mobility Advisory Committee, affordability is a key topic of interest. ODOT will prepare a report for the legislature in September 2022 on equitable income-based toll rates.
- **Safety**
 - A multimodal safety analysis will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Multimodal travel**
 - An assessment of multimodal travel changes will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
 - A multi-agency transit and multimodal working group is meeting regularly to support project development.
- **Mode share and Regional non-drive alone modal targets**
 - A mode share assessment will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **System completion (bicycle and pedestrian)**
 - Opportunities to complete bicycle and pedestrian facilities on or adjacent to impacted roadways will be explored as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Congestion and Regional mobility policy (volume/capacity ratio)**
 - Midday 1-hour peak target is 0.9 and the PM 2-hour peak target is 0.99. A volume to capacity analysis will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022; however, volume to capacity ratio is expected to be below the maximum targets as congestion along I-205 is managed.
- **Freight delay**
 - Delay for freight is expected to be reduced as congestion is managed.
 - An assessment of multimodal travel changes, including to truck freight, will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.

- **Clean air**
 - An assessment of air quality impacts and benefits will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.
- **Greenhouse gas emission reduction**
 - An assessment of greenhouse gas emissions will be conducted as part of the NEPA analysis and disclosed in the Environmental Assessment scheduled to be released summer 2022.

☒ Describe whether this is a safety project, consistent with criteria used to determine eligibility for state and federal safety program funding (e.g. HSIP or ARTS). This element aims to identify projects with the primary purpose of addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).¹

While ODOT anticipates this I-205 Toll Project to result in overall safer travel conditions, this project is not addressing a documented safety problem at a documented high injury or high risk location.

☒ Provide links to reports or other documents that support the above descriptions.

- Equity and Mobility Advisory Committee:
<https://www.oregon.gov/odot/tolling/Pages/Advisory-Committee.aspx>
- Equity Framework:
[https://www.oregon.gov/odot/tolling/Documents/Toll Projects Equity Framework with AppendixA.pdf](https://www.oregon.gov/odot/tolling/Documents/Toll%20Projects%20Equity%20Framework%20with%20Appendix%20A.pdf)
- I-205 Toll project draft performance measures:
<https://www.oregon.gov/odot/tolling/Documents/I-205%20Toll%20Project%20DRAFT%20Evaluation%20Performance%20Measures.pdf>
- I-205 Toll Project Methodology Memos for all NEPA disciplines is within the project's resource library, here: <https://www.oregon.gov/odot/tolling/Pages/Library.aspx>

☒ Submit RTP modeling details for projects that include bicycle infrastructure and/or roadway capacity, if needed.

ODOT is partnering with Metro to complete the modeling for the I-205 Toll Project. For the NEPA analysis, the “Build” alternative includes a toll on the Abernethy Bridge and Tualatin River Bridges and the construction of the I-205 Improvements Project (called the I-205 South

project and the I-205 Abernethy Bridge and I-205 Northbound and Southbound Widening projects in the 2018 RTP). Roadway capacity is added with the addition of the missing third lane between OR 213 and Stafford Rd.

Analysis was conducted on this alternative (referred to as Alternative 3) and is presented in the [I-205 Toll Project Final Comparison of Screening Alternatives Technical Report \(March 31, 2021\)](#) and [Final Addendum \(September 1, 2021\)](#). The following tables summarize a few select regional modeling findings:

Table 4. Change in Regional Daily Vehicle Miles Traveled (VMT) (2027)

Type of VMT	VMT Change
Freeway	-413,000
Non-Freeway	+179,000
Total	-234,000

Table 5. Change in Regional Daily Vehicle Hours Traveled (VHT) (2027)

Type of VHT	VHT Change
Freeway	-13,300
Non-Freeway	+8,900
Total	-4,400

Table 6. Change in I-205 Daily Vehicular Volumes (Relative to 2027 Baseline)

I-205 Segment	Volume Change
Stafford Road to 10th Street	-36%
10th Street to OR 43	-24%
OR 43 to OR 99E	-33%
OR 99E to OR 213	-19%

Table 7. Change in Daily Person Trips by Mode (2027)

Trip Type	Trips
Single-Occupancy Vehicle	-5,500
High-Occupancy Vehicle	+4,500
Transit	<+500
Active (Bicycle, Pedestrian)	+1,000

Table 8. Daily Percentage Change in Volume at Select I-205 Locations (2027)

I-205 Locations	Volume Change
I-205 between I-5 and Stafford Road	-20 to -30%
I-205 north of 82nd Drive Overcrossing	-5 to -10%

☒ Submit GIS shapefile of project, following 2018 RTP GIS submission instructions.

Shapefile is included.

6 Public Engagement

☒ Describe the transportation planning and decision-making process through which the project was identified, how interested/affected stakeholders² were meaningfully engaged, and the opportunities for public feedback that were available during the process.

Planning and environmental review for the I-205 Toll Project builds on direction from the Oregon Legislature and the results of a feasibility analysis. In 2017, Oregon House Bill 2017 (“Keep Oregon Moving”) was passed to improve area highways; enhance transit, biking, and walking facilities; and use technology to make the transportation system work better. As part of this comprehensive transportation package, the Oregon Transportation Commission was directed to study tolling on I-5 and I-205 in the Portland metropolitan area. In response, ODOT initiated the Portland Metro Area Value Pricing Feasibility Analysis (Value Pricing Feasibility Analysis) to explore toll options, determine how and where tolling could help improve congestion on I-5 or I-205 during peak travel times, and discuss potential benefits and impacts to travelers and adjacent communities. During this time period, the location for the I-205 Toll Project was identified as feasible and a priority for further study and analysis.

In summer 2020, from August 3 to October 16, 2020, ODOT launched an education and engagement period for the I-205 Toll Project. During this time, ODOT hosted numerous education and engagement activities to reach a broad audience. The agency sought input at the beginning of the environmental review process to help refine the draft purpose and need for the I-205 Toll Project, the toll alternatives to be studied, and key issues for analysis as required by NEPA. ODOT received more than 4,600 survey responses, letters, emails, voicemails, and comments at meetings and briefings between August 3 and October 16, 2020.

A few engagement activities occurred in July 2020 prior to the start of the formal comment period. At these presentations, participants were notified of the starting date for the formal comment period, and the launches of the online open house and online survey, which were August 3, 2020.

This engagement was an opportunity for agencies, community groups, corridor travelers, and the public to provide their input on the following:

- Draft Purpose and Need Statement, including I-205 Toll Project goals and objectives.
- Recommended alternatives as potential tolling strategies to study in depth.
- Concerns and potential impacts to consider during the environmental review.
- Strategies to make a toll system work for better for all travelers and local residents.

Because of the ongoing COVID-19 pandemic, all engagement activities were conducted virtually to maintain physical distancing and protect public health. The I-205 Toll Project team

actively sought out comments from local, regional, and regulatory agencies; residents and businesses that rely on or are located next to I-205; and members of communities who have been historically and currently excluded and underserved in planning processes and underserved by the transportation system.

Below is a summary of the engagement that informed the I-205 Toll Project (with links to relevant reports):

- **Decision-making process:**
 - The need for tolling for congestion management and revenue generation was identified as part of HB 2017 legislative process
 - Result of Value Pricing Feasibility Analysis: I-205 near the Abernethy Bridge was selected both by the Policy Advisory Committee and by the [Oregon Transportation Commission](#)
- **Value Pricing Feasibility Analysis Stakeholder engagement – 2017 to 2018**
 - Policy Advisory Committee
 - 50 Presentations/briefings to local governments and community organizations
 - Notification through news releases/newsletters, social media, digital advertising, media coverage
 - 8 open houses, two online open houses ([winter 2018](#) and [spring 2018](#))
 - 6 discussion groups with historically excluded communities
- **I-205 Toll Project stakeholder engagement – 2020 to present**
 - I-205 Toll Project Public Involvement Plan (attached)
 - I-205 Toll Project Equitable Engagement Plan (attached)
 - [Equity and Mobility Advisory Committee](#) (May 2020 to present) – [Charter is located here.](#)
 - Presentations/briefings to local governments and community organizations (summer 2020, late fall 2021, summer 2021)
 - Regular updates to partner agency staff at monthly or bi-monthly meetings
 - [Online open house](#) (also in [Spanish](#)) and [webinar series](#), summer 2020
 - Notification of comment period via Enewsletter, news release, print and digital advertising, social media, radio ad, media coverage (See [Chapter 4](#) and [Appendix B](#) of the engagement summary.)
 - Outreach to historically and currently excluded or underserved communities with flyers at gathering places and direct outreach via engagement liaisons in summer 2020 (See [Chapter 4](#) of engagement summary.)

- **Planned:** Outreach to historically and currently excluded or underserved communities, neighborhoods and business groups in fall 2021 on impact analysis (attached)
- **Value Pricing Feasibility Analysis Opportunities for feedback**
 - Public comment period at each Policy Advisory Committee meeting
 - [Winter 2018 survey on traffic problems and concerns.](#)
 - [Environmental justices survey and discussion groups](#)
 - [Spring 2018 survey on concepts and potential mitigation](#)
 - [Oregon Transportation Commission listening session in July 2018](#), which was summarized in the [summer 2018 report](#)
 - Comment form on website; project email and voice mail
- **[I-205 Toll Project opportunities for feedback](#)**
 - Public comment period or breakout group at each Equity and Mobility Advisory Committee meeting
 - Ongoing conversations with partner agencies on purpose and need, alternatives, technical analysis through formal meetings and briefings, including:
 - Monthly Regional Partner Agency Staff Meetings – senior staff from metro region and Southwest Washington
 - Region 1 Area on Transportation Commission, and now the Region 1 Area on Transportation Commission Toll Work Group
 - Regional Modeling Group – technical and policy staff from regional and Southwest Washington Agencies
 - Transit and Multimodal Working Group – transit staff from regional partner agencies and transit providers
 - [Summer 2020 survey in five languages](#) on project purpose and need; recommended alternatives
 - Comment form on website; project email and voice mail

<input checked="" type="checkbox"/>	Describe how feedback from the public was incorporated into the <u>development of the project</u>.
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The public engagement from the Value Pricing Feasibility Analysis informed the approach taken for the I-205 Toll Project. The I-205 Toll Project has requested formal and informal comments from the public and stakeholders, including historically excluded populations, since February 2020.

Development of the I-205 Toll Project is ongoing; an Environmental Assessment is currently underway to evaluate the impacts of implementing a toll on I-205 at Abernethy Bridge and Tualatin River Bridges. There will be additional opportunities for the public to engage,

including a formal 45-day comment period after the Environmental Assessment publication in spring 2022. There are several ways feedback was included:

- Edits to the Purpose and Need Statement, goals and objectives to reflect stakeholder feedback with additional focus on the needs of historically excluded communities, diversion and climate change.
- The I-5 Toll Project was expanded to the Regional Mobility Pricing Project to reflect stakeholder desires for a regional project on larger sections of I-5 and I-205.
- Traffic analysis and intersection locations for further analysis reflect diversion concerns from local residents and partner agencies; this effort is continuing through 2021 as the Environmental Assessment is developed.
- ODOT added [performance measures](#) recommended by Equity and Mobility Advisory Committee and partner agencies to better quantify effects of the toll project to local community.

☒ Describe what demographic assessment was done to identify communities of color, people with limited English proficiency, people with low income and other historically marginalized communities as stakeholders.

The I-205 Toll Project conducted an [Initial demographic assessment](#), based on a review of U.S. Census Bureau and American Community Survey data, for public engagement to identify people experiencing low income and other historically and currently excluded or underserved communities. The following findings and actions resulted from the demographic analysis:

- For the I-205 project area corridor, specifically, project engagement should focus on reaching seniors, people experiencing low income, and people with disabilities at the northern edge of the project area. Additionally, the I-205 project area corridors contain linguistically isolated households that speak Spanish and Asian languages, including Chinese.
- Maps for the demographic analysis were developed and provided to the Equity and Mobility Advisory Committee for their recommendation process
- Early traffic results combined with census tract analysis of people experiencing low incomes has led to planning focused engagement in areas where traffic impacts could affect historically and currently excluded or underserved communities, particularly Canby and Gladstone. This work is ongoing.

A more rigorous demographic analysis at the census tract level is ongoing to support Environmental Assessment development.

☒ Submit the 2018 RTP Public Engagement and Non-Discrimination Checklist.

- See attached

I-205 Toll Project

Attachment 2

Public Involvement Plan



Updated: April 23, 2021

PURPOSE

This plan will inform and guide the project team during the environmental review for the I-205 Toll Project (Project). It describes goals, objectives, performance measures, audiences, and tools to guide the public information and engagement activities that will be used to support ongoing project development and key decisions during the National Environmental Policy Act (NEPA) process. More detailed implementation plans will be written before each stage of the technical analysis to identify which tools will be used to ensure transparent delivery of information and public engagement that supports decision-making.

This plan seeks to apply the principles and approach detailed in the [Oregon Toll Program's Equity Framework](#). (See Attachment A.) The Oregon Toll Program has made the development of community mobility and equity strategies key components of successful toll projects. The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to historically and currently excluded and underserved communities. The Oregon Toll Program will engage these communities so that it can intentionally inform, listen to, learn from, and empower them throughout the Project's development, implementation, monitoring, and evaluation processes.

Equitable engagement considerations and approach

Tolling improves travel reliability and provides revenue to finance improvements in the transportation system. However, tolling may result in greater impacts to historically and currently excluded and underserved communities due to the potential for disproportionately higher transportation costs, more limited transportation options in lower cost housing areas, limited schedule flexibility, and additional traffic rerouting through their neighborhoods by drivers attempting to avoid tolls. See Attachment B, I-205 Toll Project Equitable Engagement Plan, for a detailed approach to engage affected communities who have been historically and currently excluded and underserved.

OVERVIEW AND CONTEXT

Oregon House Bill 2017— "Keep Oregon Moving"—directed the Oregon Transportation Commission (OTC) to develop a proposal for value pricing (tolling) on I-5 and I-205 in the Portland metro area to reduce congestion and raise revenue for bottleneck improvements. The Portland Metro Area Value Pricing Feasibility Analysis concluded in late 2018 with an application to the Federal Highway Administration (FHWA) to proceed with tolling. FHWA responded with the steps necessary to proceed. The application describes the study areas on I-5 and I-205 and serves as a guide for two projects: I-205 Toll Project and I-5 and I-205 Regional

Toll Project. (Note: The environmental review and public input process for the I-5 and I-205 Regional Toll Project will occur in parallel with the I-205 Toll Project.)

In 2020, the ODOT Urban Mobility Office created the Comprehensive Congestion Management and Mobility Plan (CCMMP) to meet the direction of House Bill 2017. The CCMMP outlines priority projects that collectively improve urban mobility across the Portland metro area, with tolling as an essential funding strategy.

Projects in the CCMMP are underway and include:

- I-205 Improvements Project
- I-5 Rose Quarter Improvement Project
- Oregon Toll Program Implementation
- Interstate Bridge Replacement
- I-5 Boone Bridge Improvement Project

Description of the Project

ODOT is studying options with a variable rate toll on all lanes of I-205 between Stafford Road and OR 213. Tolls will raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion. The I-205 Improvements Project includes seismic upgrades to the Abernethy Bridge and eight other bridges on I-205 and the extension of a third lane in each direction.

Tolls will be paired with strategies that:

- Help improve affordability of the transportation system.
- Identify opportunities and improve access to multi-modal options; including transit
- Address community health, including strategies to reduce negative effects to neighborhoods from changed traffic patterns, i.e. diversion.

Because the Project is the first toll project in the Portland metro area, some decisions and policies made through the development of this Project will also apply to future toll projects developed as part of the Oregon Toll Program.

Current status

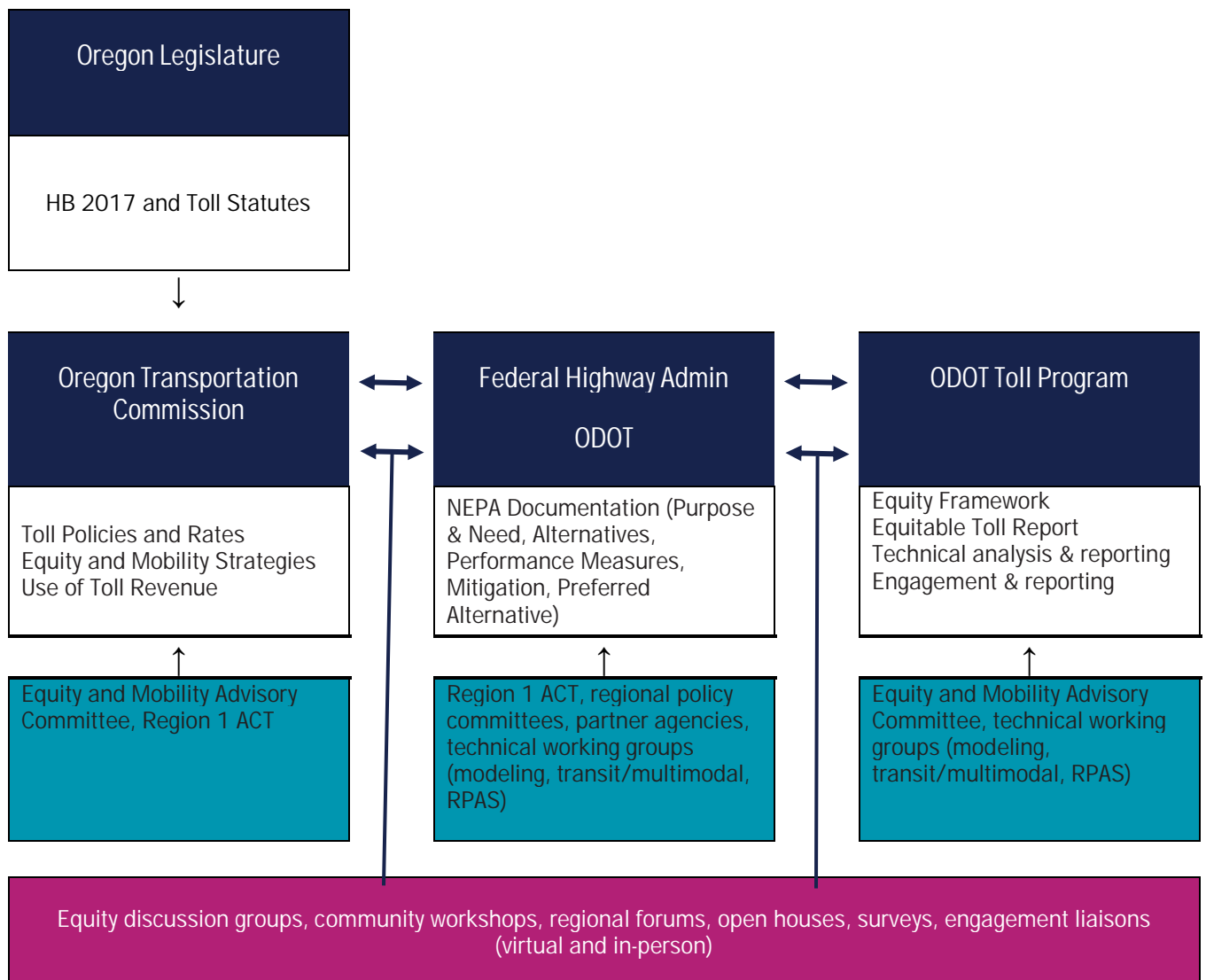
The Project is currently in the environmental review and public input phase to identify toll endpoints and equity and mobility strategies. Two alternatives, plus a “no build” alternative, are under review.

Tolling is not expected to be implemented in the Portland metro area before 2024. The OTC, as the toll authority, will establish toll rates after the conclusion of the environmental review and installation of toll equipment and collection systems.

I-205 TOLL PROJECT SCHEDULE

	2020	2021	2022	2023	2024
I-205 Improvements	Project design and bid		Construction (4 years) →		
I-205 Toll Project		Environmental review			<div>★</div> <div>Earliest tolls begin</div>
Equity	Equitable engagement				

ADVISORY AND ENGAGEMENT STRUCTURE



Public engagement scope

Public engagement will inform key decisions and activities for the environmental review phase. Decisions related to the Project and toll policies are made at multiple places, as shown above.

The 15-member Equity and Mobility Advisory Committee convened for the Oregon Toll Program in mid-2020 provides an important forum for connecting to community members who understand the needs of those historically and currently excluded and underserved by transportation projects and are our ambassadors to their communities. In addition, ODOT will engage regularly with agency partners and regional policy committees to ensure community needs are considered.

Key Decisions	Primary Engagement Methods	Decision Maker
Equitable engagement plan and activities	<ul style="list-style-type: none"> Stakeholder interviews Community Based Organization interviews Equity and Mobility Advisory Committee Workshop with community engagement liaisons 	Toll Program
Equity framework	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee Equity strategy group 	Toll Program
Evaluation criteria and performance measures for process equity	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee 	ODOT. FHWA provides process oversight.
NEPA analysis: <ul style="list-style-type: none"> Statement of purpose and need, goals and objectives Range of alternatives Evaluation criteria and performance measures for analysis 	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, JPACT) Direct engagement of partner agencies Technical working groups Online open houses/webinars Online survey Community engagement liaison outreach Equity and Mobility Advisory Committee 	ODOT; FHWA provides process oversight.
Toll policies and strategies related to mobility and equity	<ul style="list-style-type: none"> Equity discussion groups (in-person or online) Equity and Mobility Advisory Committee Technical working groups Regional policy committees (Region 1 ACT, JPACT, RTC) Online survey/webinars Community engagement liaison outreach 	OTC
Selection of equity and mobility strategies for preferred alternative	<ul style="list-style-type: none"> Technical working groups 	ODOT

Key Decisions	Primary Engagement Methods	Decision Maker
	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee 	
NEPA analysis: <ul style="list-style-type: none"> Preferred alternative 	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, JPACT) Direct engagement of partner agencies Technical working groups Website/info sharing Equity and Mobility Advisory Committee 	ODOT
Draft Environmental Assessment	<ul style="list-style-type: none"> Regional policy committees (Region 1 ACT, Metro) Open houses Online open houses/webinars Comment form Community engagement liaison outreach 	ODOT; FHWA provides process oversight
Refinement of preferred alternative to include community mobility and equity strategies and mitigation	<ul style="list-style-type: none"> Equity and Mobility Advisory Committee Technical working groups Direct engagement of partner agencies Community workshops 	ODOT
NEPA Decision		FHWA

Note: Toll Program refers to the project team for the toll projects. ODOT refers to the agency and includes staff outside the Toll Program.

STAKEHOLDER ASSESSMENT

Audiences and stakeholders

Primary audiences for engagement are those who are directly affected by the Project. They include:

Historically and currently excluded and underserved communities dependent on or affected by I-205: People experiencing low-incomes, youth, older adults, Black, Indigenous, multi-racial, and people of color, people who speak a language other than English, people living with disabilities, people who do not use or have access to traditional financial services (unbanked), and people who are experiencing houselessness, who may face challenges accessing employment and other services.

- Equity thought leaders; community-based organizations and faith-based organizations
- Community Engagement Liaisons
- Senior centers
- Transit providers
- Ride share services for people experiencing disabilities.

Local and state elected officials and agency staff in the Portland metro area, including Southwest Washington:

- Metro Regional Government, Southwest Washington Regional Transportation Council, four counties (Clackamas, Washington, Multnomah, Clark), City of Portland, City of Vancouver, cities/communities affected by congestion or rerouting from I-205 near Abernethy Bridge (Oregon City, West Linn, Tualatin, Lake Oswego, Canby, Gladstone, Milwaukie, Stafford and Wilsonville)
- Oregon and Washington state senators and representatives in the Portland metro area
- Transit providers (TriMet, SMART, C-TRAN, Clackamas CC)

Commuters/travelers through the I-205 corridor where tolls are being considered:

- People who use transit, bike, and walk in and through the corridor
- Multimodal transportation advocacy organizations
- Non-profits providing transportation, carpooling groups
- Transit providers
- I-205 corridor drivers from Oregon and Southwest Washington
- Transportation advocacy organizations, e.g AAA
- Ride sharing organizations

Communities along corridors where tolls are being considered and could benefit from, or be negatively affected by, the Project:

- Neighborhood associations, homeowner associations and residents at large
- School districts in the project area, PTA groups
- Health care agencies

Freight operators and businesses operating through and near potential tolled corridors:

- Freight shippers and businesses
- Small businesses - especially auto dependent (e.g. health care workers) and those along the corridor from both Oregon and Southwest Washington
- Non-emergency medical transportation providers
- Workforce development groups and the individuals they represent (e.g., trade schools, community colleges, students and administration).
- Business advocacy organizations (e.g. Chambers)
- Businesses outside of Portland metro area that depend on Portland mobility

Additional important stakeholders include:

- Advisory committee specifically provided a role in project development, including the Equity and Mobility Advisory Committee and Region 1 ACT
- Federal Highway Administration
- Tribal governments
- Regulatory agencies
- Environmental/climate organizations and advocates
- People interested in the project

Demographics overview

A review of the demographic data is intended to enhance the understanding of the diversity and broad engagement needs of the populations living in and traveling through the I-205 corridor. A demographic overview is presented in Attachment C.

Ethnicity and language needs – The I-205 corridor population is 78 percent white (about 1.5 mile radius around the roadway from the Columbia River to where it connects with I-5). In the I-205 corridor, approximately 13 percent of the population along I-205 identify as Hispanic or with Latin American roots and 9 percent of the population identify as Asian in the I-205 corridor. This is a higher proportion than the rest of the region.

Spanish is the most common language spoken at home besides English throughout the region and is spoken by about 5% of the regional population. Other spoken languages include Chinese, Vietnamese, Russian, , Japanese, and Arabic . The proportion of linguistically isolated households is slightly higher along the entirety of the I-205 corridor than the rest of the state/region.

Income –Slightly over one third of residents in the region earned \$50,000 per year or less. The 2013-2017 median income for households in the Portland metro area is about \$66,657. The Federal poverty level for 2017 was \$24,600 for a family of four. Higher median incomes are concentrated south and east of I-205 (Happy Valley and parts of West Linn).

Disability -- In the region, just over 10% of residents live with a disability. The most common types of disabilities along the highway corridors include ambulatory (5-6 percent), cognitive (5 percent) and independent living difficulties (4-5 percent).

Note: Demographic data is based on the U.S. Census prior to 2020. It is for informational purposes to guide engagement planning only. Additional analysis will be conducted as part of the environmental review process.

PUBLIC INVOLVEMENT PRINCIPLES, GOALS, OBJECTIVES AND PERFORMANCE MEASURES:

ODOT seeks to build trust in the community with the agency's planning and stewardship of the state's transportation system and its decision process. Trust is built by continually engaging a community and stakeholders throughout an entire phase, ensuring information is accessible to all and closing the loop by communicating to stakeholders how their feedback was incorporated in the project process. Consistent engagement coupled with a racial equity lens can help shape transportation policies, programs, and projects that better serve historically excluded and underserved populations.¹

¹ TransForm. (2019). Pricing Roads, Advancing Equity. Transform. Retrieved from: http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190314.pdf

Building trust requires time and repetition. Engagement efforts related to the Oregon Toll Program, in isolation, cannot achieve the goal of a trust relationship between ODOT and stakeholders. With active attention to the project's engagement goals, objectives and performance measures, progress will be made. By striving to achieve the principles, goals and objectives listed below, ODOT will work to achieve process equity, as defined in the Equity Framework, and enhance public trust in the agency's stewardship of the highway system and the decision process.

The following will apply:

Principles

The following six of the seven principles are taken from the Equity Framework relate to process equity and will guide implementation of all public engagement and communications for this phase:

- Incorporate a trauma-informed perspective in our current context by recognizing the trauma associated with multiple historic and current events, including the ongoing killings of African Americans by police, the COVID-19 pandemic, the economic ramifications from these events, as well as the impacts of past transportation and land use investments. While the future is uncertain, there is opportunity to demonstrate how ODOT can shift power to impacted community members to improve outcomes for all. Embracing this trauma-informed perspective in policy making can begin to address past harms, minimize burdens, and maximize benefits for historically and currently underserved community members.
- Begin with a racial analysis. By being explicit about race and systemic racism, the I-205 Toll Project can develop solutions that maximize benefits to all historically and currently excluded and underserved communities. By beginning with race, the Oregon Toll Program ensures that race will not be ignored or diminished as part of an overall analysis of equity in the system.
- Acknowledge historic context. Communities which have been historically affected by the transportation system should be explicitly acknowledged and involved in a direct and meaningful way in project development and follow-up.
- Prioritize input from impacted historically and currently excluded and underserved communities. The Oregon Toll Program is committed to identifying communities that have historically been excluded in transportation planning and who have been underserved or negatively impacted by prior transportation investments and plans, as well as those at highest risk of being negatively affected by the Project. ODOT commits to prioritizing the voices of impacted, excluded, and underserved communities and ensuring that their concerns, goals, and experiences shape the design of the Project. This focus will help produce greater overall benefits throughout the system.
- Attend to power dynamics among stakeholders. The Oregon Toll Program aims to elevate the needs and priorities of historically marginalized communities through this process. To do this requires that the Oregon Toll Program recognizes, understands, and shifts existing

power dynamics within ODOT, other government agencies, groups, the community, and the Project teams.

- Maintain a learning orientation. A focus on equity and implementing an all lanes toll application are innovative nationally and new for ODOT. The Oregon Toll Program commits to letting equity drive its approach to the planning process, including National Environmental Policy Act (NEPA) studies and community participation. The Oregon Toll Program commits to striving for continuous improvement and to creating space conducive for growth and collective learning.

The following additional communications priorities also apply:

- Be available: Be available and responsive to stakeholders to ensure they have timely information they need to provide informed input.
- Focus on the congestion problem: The mobility problems facing the region and the tools to address it must be a part of all communications with the public.
- Build on past work: Build on public input provided during earlier phases and communicate how it informs our current work.
- HB 2017: Fulfill requirements of HB 2017 from the state legislature.
- Meet ODOT standards: Apply ODOT's adopted communication standards to the Project which calls for being data driven, having goals focused on outcomes and using an ODOT voice. In addition, ODOT standards call for the creation of clear and accessible materials for middle school reading level, multiple languages and screen readers.

Goals, Objectives, Evaluation Criteria and Performance Measures

This section describes how the Toll Program will measure and evaluate progress toward process equity during the environmental review.²

Goal 1: Historically and currently excluded and underserved communities' concerns and aspirations are consistently understood and considered throughout the environmental planning process.

Objective 1.1:

Broadly and consistently share Toll Program vision, project purpose, benefits and impacts, and ways to participate with historically and currently excluded and underserved communities and corridor users to promote understanding and awareness.

Evaluation Criteria:

Availability of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results

² These goals and objectives are specific to the Public Involvement Plan and consistent with the goals and objectives in the Purpose and Need Statement for the I-205 Toll Project.

- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

Performance Measures:

- Opportunities to participate in project planning are publicized to potentially affected parties with at least 14 days advanced notice of comment period deadlines via print, digital and verbal channels, including social media, community liaisons and other trusted sources, Equity and Mobility Advisory Committee members, email, traditional media, and other channels.
- Equity and Mobility Advisory Committee meeting schedule, location and topics are distributed via the web, news release and email. Notices include the availability of public comment opportunity and the role of the Equity and Mobility Advisory Committee as an advisory body to the Toll Program and OTC.
- More than three ethnic media outlets publish balanced articles before each milestone.
- Project reach improves bi-annually as indicated by growth in email list, increased web visits, and reduction in bounce rate.

Evaluation Criteria:

Accessibility of information about:

- Tolling and the rationale for tolling
- Program vision
- Project analysis and results
- Engagement opportunities, including EMAC meetings
- Decision processes and decision-makers

Performance Measures:

- Information about project and engagement opportunities is delivered to potentially affected parties through trusted community sources (e.g. liaisons or Equity and Mobility Advisory Committee members)
- Key materials are developed to meet the region's information needs, language needs, Americans with Disabilities Act guidelines and an 8th grade literacy level.
 - Public materials clearly explain trade-offs, benefits and impacts of choices under consideration.
 - Public materials identify contact information, decision timelines, how decisions can be influenced and who will be making the decisions.
 - Public project materials are presented at an 8th grade reading level. For technical materials for which this is not feasible, summaries are prepared at an 8th grade reading level.
 - Public project materials are translated and co-created locally for the five languages most prevalent in the region. Translation services are available upon request for other languages.

- All public project materials are accessible for persons living with a disability consistent with Section 508 of the Americans with Disabilities Act (e.g. paper copies, closed captioning on videos, project documents are screen-reader friendly).
- People with specific questions about the project obtain responses within five business days from project staff in preferred language and format (e.g. telephone call).
- Greater than 50% of participants express satisfaction with the accessibility of information presented at public events, advisory committee meetings or online as measured by an evaluation survey.

Evaluation Criteria:

Level of understanding of project context and status

Performance Measures:

- Debrief discussions with community liaisons and Equity and Mobility Advisory Committee members within 30 days after engagement activities demonstrate that ODOT reached representatives from historically and currently excluded and underserved communities and they were able to understand the information.
- Greater than 50% of participants express satisfaction with the clarity, quality and relevance of information presented at events, meetings or online as measured by an evaluation survey.

Objective 1.2:

Meaningfully engage historically and currently excluded and underserved communities throughout the project or program design, development, implementation, monitoring, and evaluation processes.

Evaluation Criteria:

Ability of historically excluded and underserved communities to share their input in culturally-preferred ways.

Performance Measures:

- Engagement with community members use outreach tactics recommended by community-based organizations, Equity and Mobility Advisory Committee members, and community engagement liaisons.
- Qualitative assessment of Project staff resources shows priority of engaging historically and currently excluded and underserved communities.
- Community engagement liaisons and Equity and Mobility Advisory Committee members engage in regular conversations and outreach activities with their communities and provide this input to the toll project team.

Evaluation Criteria:

Participation levels demonstrate interest in project engagement activities

Performance Measures:

- Number of meeting participants, comments and questions tallied is similar or larger to previous phases
- Participants engage repeatedly over time as documented by sign-in sheets for committee meetings, discussion groups, community groups.
- Equity and Mobility Advisory Committee and community leaders report they shared information about project and engagement opportunities with networks at project milestones.

Evaluation Criteria:

Participant input reflects demographic and geographic diversity of people affected by project.

Performance Measures:

- Significant proportion of comments and outreach event attendees are representative of the population in the region and toll project corridor(s) and at least proportional representation from historically and currently excluded and underserved communities.
- Input obtained is representative of the population in the region and toll project corridor(s) and contains at least proportional representation from historically and currently excluded and underserved communities.
- Comments are received from affected corridor users living outside the Portland metro area.

Evaluation Criteria:

Participant satisfaction with engagement opportunities

Performance Measures:

- Over time, participants express satisfaction with their opportunity to be heard during engagement activities as measured by surveys or other methods conducted during or after engagement activities.
- Equity and Mobility Advisory Committee meeting evaluations reflect satisfaction with quality of facilitation and the committee's ability to incorporate needs of historically and currently excluded and underserved communities into project or program plans.

Goal 2: Historically and currently excluded and underserved communities view Toll Program Team as a transparent partner when planning the toll system.

Objective 2.1:

Regularly report how input from historically and currently excluded and underserved communities has been considered and incorporated into project development.

Evaluation Criteria:

Modifications are made to the project based on input from historically and currently excluded and underserved communities.

Performance Measures:

- Decision makers actively review, consider and discuss input from historically and currently excluded and underserved communities separate from the population at large.
- The project team can point to community priorities identified during outreach to historically and currently excluded and underserved communities and demonstrate that they are being considered and implemented in the toll program or project.

Evaluation Criteria:

Project decisions are clearly communicated directly to stakeholders and commenters.

Performance Measures:

- After decisions or changes in the toll program or project are made, the Toll Program proactively reaches out using a variety of communication channels and languages to inform stakeholders and commenters how their input was considered and influenced the decision or change, for example through community liaisons and e-news.
- Changes to the program or project are communicated via community/committee meetings, e-news, at workshops and public events.
- Input received from regular conversations with community liaisons and Equity and Mobility Advisory Committee members indicate historically and currently excluded and underserved communities understand how their input was used for decision-making.

Evaluation Criteria:

Project staff regularly communicates what has been heard and learned related to equity.

Performance Measures:

- Periodic project evaluations are published to show the toll program and project performance on integrating equity and principles detailed in the equity framework.

Goal 3: Regional agency partners and stakeholders collaborate with project staff in the development of the projects to create robust and supported project alternatives. Multiple jurisdictions oversee the comprehensive transportation system in the Portland metro area. A well-functioning system relies on effective coordination between entities that manage local roads, regional roads and highways, transit services, land use planning and transportation funding. An effective toll system will require travelers to have choices to use the toll road or other options that may be provided by another transportation authority.

Objective 3.1:

Create opportunities to collaborate with regional agency partners throughout project development to incorporate community values and concerns.

Performance Measures:

- Regular attendance and active engagement from partner agencies and stakeholders at and between technical working group meetings.
- Agency partner staff review, discuss and share input before moving ahead to next step in environmental review process.
- Regional partners provide opportunities for project briefings to facilitate dialog and partner input before key decision milestones.
- Regional partners distribute project information through their networks at key milestones.
- Project staff regularly report back on how partner input was considered and how/if used.

PRIMARY COMMUNICATIONS AND ENGAGEMENT TOOLS

Communications and engagement tools are divided into three categories in the table below:

- Tools to share information: Project staff deliver information to audience groups; one-way communication with the primary goal of informing.
- Tools to collect and compile input: Project staff deliver new information about project choices and ask for input or feedback from audience groups to help improve future decisions. The primary goal is to consult with stakeholders
- Tools to bring people together: Project staff host or engage in activities where there is multi-way communication and relationship building to promote involvement and collaboration by stakeholders to advance project development.³

At various points in the Project, different tools will be used to align with the needs and desires of the audience and Project team. For example, elected officials may have a role in maintaining the transportation system and require a deeper level of understanding and engagement. A resident who rarely drives on I-205 may be satisfied with reading information and completing a survey, but not participating in public meetings or committees.

³ These definitions are based on the Spectrum of Public Participation from the International Association of Public Participation.

https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf

Group, Stakeholder or Community	Primary Outreach and Communications Tools														
	Tools to bring people together			Tools to collect and compile input					Tools to share information						
	Adv. committee	Workshops/events	Equity discussion groups	Briefings, presentations	Open houses, webinar	Project email/VM	Online surveys	Stakeholder interviews	Printed materials (incl translation)	Website tools (i.e. videos)	Social media	Newsletter text for community orgs	Fairs, festivals, tabling	News release/e-news	Direct outreach/mail
Historically, currently excluded & underserved communities (EJ, LEP, disabled, low income)	X	X	X	X			X	X	X		X	X	X		X
City, county, regional electeds (OR/WA)	X			X		X			X	X				X	
Agency staff from city, county, regional agencies (OR/WA)	X	X		X		X			X	X	X			X	
I-5 and I-205 drivers, commuters (OR/WA)	X	X			X	X	X			X	X		X	X	
Bicyclists & pedestrians	X	X		X	X	X	X			X	X		X	X	
Transit users	X	X	X		X	X	X			X	X		X	X	
Project area residents		X			X	X	X		X	X	X		X	X	X
Neighborhood coalitions		X		X	X	X	X		X	X	X	X		X	
School districts		X		X		X			X	X	X			X	X
Freight operators	X			X	X	X	X			X	X			X	
Businesses, business orgs stakeholders	X	X		X	X	X	X		X	X	X	X		X	X
Transportation focused advocacy organizations	X			X	X	X	X	X		X	X	X		X	
Environmental advocacy organizations	X			X	X	X	X			X	X	X		X	
Tribal governments				X					X						
OR/WA state legislators				X					X	X				X	
OR/WA federal delegation									X	X				X	
Regulatory, FHWA				X					X					X	
Rural, agricultural businesses (outside Project area)				X						X				X	

REPORTING AND EVALUATION:

Following each major decision milestone, Toll Program staff will report on the methods used to communicate and engage with stakeholders, the input received from different interest groups, and how that input influenced the project. In practice, project staff will develop a written report with information about notification strategies, engagement activities, who was reached and a summary of what was heard. Project staff will then provide that information to the decision-makers listed on page 3 and 4 of this plan before decisions are made. Finally, once decisions are made, those decisions will be reported back out in writing through the website and e-news and verbally through stakeholder briefings and committee meetings.

In addition, an evaluation will be conducted to gauge satisfaction and effectiveness of the engagement related to the decision milestone. The evaluation will use both quantitative tools (e.g. surveys and website analytics) and qualitative data (debrief meetings with engagement liaisons). The evaluation report will focus on the performance measures contained in this plan and will be used as the Toll Program plans the next phase of the project. The goal is to further improve engagement practices and relationship building.

Reports and evaluations will, at a minimum, be conducted at the following milestones:

- Start of the NEPA process
- Release of the Environmental Assessment for public review and comment
- Refinement of preferred alternative to include community mobility and equity strategies and mitigation before completion of the NEPA process

Additional informal reports will be conducted for any interim decisions. This includes monthly reporting to EMAC and Toll Program staff on the input and questions received from stakeholders on an ongoing basis.

ATTACHMENTS:

- A. Equity Framework – Adopted Dec. 10, 2020
- B. Equitable engagement plan – Finalized April 23, 2021
- C. Demographics – Final Dated Sept. 6, 2019
- D. Community Outreach Plan (latest draft May 1, 2020 – to be updated)
- E. Government and Media Relations (latest draft March 2021)
- F. Social Media Plan (latest draft June 5, 2020 – to be updated)
- G. Public Involvement Schedule (April 20, 2021)

I-205 Toll Project

Attachment 2

Equitable Engagement Plan

Updated April 23, 2021

PURPOSE

The Oregon Toll Program is committed to minimizing burdens and maximizing benefits to communities historically and currently excluded or underserved by the transportation system. To achieve equitable outcomes and an equitable process in the I-205 Toll Project, the Oregon Department of Transportation seeks to actively engage these communities. The Oregon Toll Program will consistently and intentionally inform, listen to, learn from, and empower these communities throughout the Project's development, implementation, monitoring, and evaluation processes.

ODOT seeks to build trust in the community with the agency's planning and stewardship of the state's transportation system and its decision process. Trust is built by continually engaging a community and stakeholders throughout an entire phase, ensuring information is accessible to all and closing the loop by communicating to stakeholders how their feedback was incorporated in the project process. Consistent engagement coupled with a racial equity lens can help shape transportation policies, programs, and projects that better serve historically excluded and underserved populations.¹

Building trust requires time and repetition. Engagement efforts related to the Oregon Toll Program, in isolation, cannot achieve the goal of a trust relationship between ODOT and stakeholders. With active attention to the project's engagement goals, objectives and performance measures, progress will be made.

I-205 TOLL PROJECT SCHEDULE

	2020	2021	2022	2023	2024
I-205 Improvements	Project design and bid		Construction (4 years) →		
I-205 Toll Project		Environmental review			<div>★</div> <div>Earliest tolls begin</div>
Equity	Equitable engagement				

¹ TransForm. (2019). Pricing Roads, Advancing Equity. Transform. Retrieved from: http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190314.pdf

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This plan is focused on the environmental review process for the I-205 Toll Project from early engagement in 2020 through the comment period on the draft Environmental Assessment, scheduled for mid-2022. A final decision based on public input is slated for early 2023. After the environmental review, equitable engagement will continue to inform future project phases.

INTEGRATION WITH OTHER PLANS

The I-205 Toll Project Public Involvement and Communications Plan and the Oregon Toll Program Equity Framework provide details on overarching principles, definitions, goals, objectives, performance measures, and messaging for all engagement activities. This Equitable Engagement Plan provides additional details and guidance for planning, engagement methods and timing.

The following principles, further discussed in the [Equity Framework](#), will guide implementation of all public engagement and communications:

- Incorporate a trauma-informed perspective in our current context.
- Begin with a racial analysis.
- Acknowledge historic context.
- Identify disparities.
- Prioritize input from impacted historically and currently excluded and underserved communities.
- Attend to power dynamics among stakeholders.
- Maintain a learning orientation.

EQUITABLE ENGAGEMENT CONSIDERATIONS

Tolling improves travel reliability and provides revenue to finance improvements in the transportation system. However, tolling may result in greater impacts to historically and currently excluded and underserved communities due to the potential for proportionally higher transportation costs, more limited transportation options in lower cost housing areas, limited schedule flexibility, and additional traffic rerouting through their neighborhoods by drivers attempting to avoid tolls.

Addressing challenges and limitations to make tolling work in the Portland metro area is central to the Oregon Toll Program. The Oregon Transportation Commission (OTC) has made the development of community mobility and equity strategies key components of successful toll projects.

To achieve outcome equity, ODOT will work with historically and currently excluded and underserved communities to ensure that tolls will be paired with strategies that:

- Help improve affordability of the transportation system.
- Improve access to opportunity through other transportation options; including improved transit.

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- Address community health, including strategies to reduce negative effects to neighborhoods from changed traffic patterns, i.e. diversion.

AFFECTED COMMUNITIES

Audiences for engagement under this plan are those directly affected by the Project.

Historically and currently excluded and underserved communities dependent on or affected by I-205: People experiencing low incomes, youth, older adults, Black, Indigenous, multi-racial, and people of color, people who speak a language other than English, and people living with disabilities, who may face challenges accessing employment and other services. Reaching these audiences may occur through organizations providing services or advocacy, such as:

- Equity thought leaders; community-based organizations and faith-based organizations.
- Community Engagement Liaisons.
- Senior centers.
- Transit providers.
- Ride share services for people experiencing disabilities.

Ethnicity and language needs – The I-205 corridor population is 78 percent white (about 1.5 mile radius around the roadway from the Columbia River to where it connects with I-5). In the I-205 corridor, approximately 13 percent of the population along I-205 identify as Hispanic or with Latin American roots and 9 percent of the population identify as Asian in the I-205 corridor. This is a higher proportion than the rest of the region.

Spanish is the most common language spoken at home besides English throughout the region and is spoken by about 5% of the regional population. Other commonly spoken languages include Chinese, Vietnamese, Russian, Japanese and Arabic. The proportion of linguistically isolated households is slightly higher along the entirety of the I-205 corridor than the rest of the state/region.

Income –Slightly over one third of residents in the region earned \$50,000 per year or less. The 2013-2017 median income for households in the Portland metro area is about \$66,657. The Federal poverty level for 2017 was \$24,600 for a family of four. Higher median incomes are concentrated south and east of I-205 (Happy Valley and parts of West Linn).

Disability -- In the region, just over 10% of residents live with a disability. The most common types of disabilities along the highway corridors include ambulatory (5-6 percent), cognitive (5 percent) and independent living difficulties (4-5 percent).

Note: Demographic data is based on the U.S. Census prior to 2020. It is for informational purposes to guide engagement planning only. Additional analysis will be conducted as part of the environmental review process.

INCLUSIVITY STRATEGIES

Barriers	Strategies to Address
People with limited English proficiency	<ul style="list-style-type: none"> • Translate project fact sheet into languages commonly used by corridor residents at home. • Translate key pages to languages commonly used by corridor residents at home. • For less commonly used languages, use online translation tools to provide access to materials in languages other than English, as needed, while recognizing the limitations of these tools. • Engage speakers in discussion groups in their native languages. • Provide translators at workshops and open houses. • Project staff attend events with multi-lingual focus. • Include Title VI standard language for translation in all materials.
People without internet connection	<ul style="list-style-type: none"> • Make printed materials available at meetings, tabling events, interviews, open houses and committee meetings. • Provide options for in-person feedback, telephone feedback and postal mail.
People who do not attend public meetings	<ul style="list-style-type: none"> • Summarize public meetings in online materials. • Provide online or phone-accessible surveys. • Use online open houses, and digital and printed materials to reflect decisions made in a timely manner.
People who do not trust government entities	<ul style="list-style-type: none"> • Have most in-person meetings led by third party facilitators; clearly communicate who is on the project team and who will make decisions (e.g. ODOT or OTC). • Work with trusted partners such as community engagement liaisons or community organizations to deliver information in culturally-relevant and respectful ways.
People living with a disability	<ul style="list-style-type: none"> • Ensure all in-person and virtual venues are ADA accessible. • Ensure web content follows American Foundation for the Blind and Section 508 recommendations. • Provide meeting accommodations and ASL interpretation upon request.

FOCUSED STRATEGIES

Community Engagement Liaisons

Central to a successful equitable engagement effort is a partnership with professional community engagement liaisons. The Toll Program will contract with the Community Engagement Liaisons (CELs) Program and community-based organizations who specialize in grassroots outreach and organizing in their respective communities to engage the following

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communities: People with disabilities, Black and African American, Native American, Vietnamese, Chinese, Latina/Latino/Latinx and Slavic communities.

The community liaisons are respected members of a specific ethnic, cultural, language, demographic, or geographic community who can act as a trusted ambassador between that community and the Toll Program, facilitating meaningful representation of that community and their interests within the public process.

The community liaisons will support engagement by:

- Identifying historically and currently excluded and underserved communities affected by the Project, including Title VI and Environmental Justice Populations.
- Using grassroots outreach tools such as social media, tabling, phone calls, texts, media outreach or other creative methods to distribute project information and encourage participation in public comment periods or public events (e.g. open houses).
- Answering project-related questions and serving as a connection between communities and project staff.
- Attending and providing interpretation services at public events.
- Planning, recruiting participants for and implementing informal discussion groups with project staff.

In person or online discussion groups will be informal, guided conversations with invited participants from identified communities. Key meeting characteristics include:

- Agenda, facilitation style and materials that aligns with specific cultural needs.
- Meetings will be about 1.5 hours in length and be conducted mostly in the native language of participants.
- Use of clear, visually focused, and easily accessible materials and content to promote consistent understanding of project information.
- Use of a discussion guide to promote thoughtful and engaging conversations that aid provide development.
- Use of participation incentives such as gift cards to acknowledge the time and expertise given to the meeting.

Outreach and partnership with community-based or faith-based organizations

The Toll Program will work to promote ongoing conversations and partnerships with local organizations that support, advocate for or provide services to historically or currently excluded or underserved communities. This approach aims to foster relationship building by collaborating with organizational and community leadership to connect with the intended audiences at times and locations where they already meet or work.

Methods:

- Presentations: Providing an update to a group or organization at a regularly scheduled meeting.

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- Briefings: A meeting scheduled with one person or a small group of people from an organization to share information and gain feedback.
- Toolkits: A “toolkit” will be created and regularly updated for specific engagement periods to support connections and outreach. It will include relevant project information and materials, such as fact sheet or newsletter text, sample social media text, notification flyer, and a comment form or link to a survey.
- Online discussion groups to promote thoughtful and engaging conversations that aid provide development.

Preparation of Accessible Materials

The Oregon Toll Program will create materials that are accessible to people living with disabilities. Strategies to be used include:

- Ensure all in-person and virtual venues are ADA accessible.
- Follow American Foundation for the Blind and Section 508 recommendations for websites and printed materials.
- Provide meeting accommodations and ASL interpretation upon request.

As part of its equitable engagement approach, the Oregon Toll program will ensure access to information related to focused engagement methods (i.e., discussion groups and community workshops) with translation.

The ODOT Limited English Proficiency Plan refers to a 5 percent threshold of affected community for translation. The Toll Program is committed to a 3 percent threshold instead for translation decisions, exceeding Federal guidance and requirements, to meet equitable engagement objectives.

All written and posted informational English language materials will contain language in four languages offering translation upon request. (See the end of this document for the standard language in Spanish, Vietnamese, Russian and Chinese.)

Key materials that provide project-level information in a format that can be scaled and widely distributed should be made available in Spanish, Chinese, Vietnamese, and Russian. These include:

- Factsheet.
- Notices for public engagement opportunities.
- Engagement surveys.

As part of its equitable engagement approach, additional materials related to focused equitable engagement methods (i.e., discussion groups and community workshops) may be translated. The following list of materials may be needed for focused engagement methods.

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- FAQs.
- Project updates (i.e., e-newsletters, mailers, social media postings).
- Web pages.
- PowerPoint presentations.
- Notification toolkits with copy for community based organizations to share with their networks.

COMMUNICATIONS AND ENGAGEMENT TOOLS

Robust and meaningful public engagement requires identifying the right tool for the right audience at the right time. With continuing social distancing guidelines due to the COVID-19 pandemic, there will be more reliance on digital tools.

For each historically and currently excluded and underserved community that ODOT engages with, the community's needs, priorities, and power structures will be assessed. For these audiences it is especially important to deliver information in a way that allows people to see themselves among those who will receive benefits and are part of the decision-making equation.

The Oregon Toll Program will be thoughtful and intentional about the tools that may need to be employed to meaningfully engage with certain communities and groups, such as:

- Equity thought leaders and community-based organizations.
- Environmental justice community.
- New Americans, including immigrants and refugees, as well as people with Limited English proficiency.
- Community elders and senior center users.
- Transit dependent individuals.
- People living with disabilities who may depend on ride-share services.

With this in mind, the Oregon Toll Program's communications and engagement tools are divided into three categories:

- Tools to share information: Project staff deliver information to audience groups; one-way communication with the primary goal of informing.
- Tools to collect and compile input: Project staff deliver new information about project choices and ask for input or feedback from audience groups to help improve future decisions. The primary goal is to consult with stakeholders.
- Tools to bring people together: Project staff host or engage in activities where there is multi-way communication and relationship building to promote involvement and collaboration by stakeholders to advance project development.

Below are the various tools and tactics used by ODOT to engage with historically and currently excluded and underserved communities, based on needs, priorities, and power structures.

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Tactic	Engagement category/goal	Audiences
Equity and Mobility Advisory Committee (EMAC): A committee of people with professional or lived experience in equity and mobility was formed to advise the OTC and ODOT on how tolls on the I-205 and I-5 freeways, in combination with other demand management strategies, can include benefits for populations that have been historically or currently excluded or underserved by transportation projects. Timing: 2020-2022	Involvement and collaboration to advance project development	People historically or currently excluded or underserved by transportation projects; local agency partners; community-based organizations
Workshops and events: Project staff present information and gain feedback about project development at in-person or online gatherings. Can be co-hosted with local community organizations. Timing: Tied to development of mitigation strategies and preferred alternative	Consult and involve audiences to advance project development	People historically or currently excluded or underserved by transportation projects who depend on I-205; community-based organizations
Equity discussion groups: Community engagement liaisons or community organizations host discussion groups with specific community representatives from communities of color to gain input on equity and mobility strategies. Timing: Tied to development of equity and mobility strategies, toll policies.	Consult and involve audiences to advance project development	People historically or currently excluded or underserved by transportation projects
Personal relationships: Community liaisons and EMAC members answer questions received from their communities about the project and serve as a connection to project staff and decision makers, especially during the COVID-19 pandemic when in-person outreach by project staff is more limited. Timing: Throughout project development	Consult and involve audiences to advance project development	People historically or currently excluded or underserved by transportation projects
Briefings and presentations: Project staff meet with people who represent stakeholder interests expected to be affected by the project to provide information, build project awareness, identify challenges or opportunities. Can be held virtually or in-person to meet communities where they are. Timing: Throughout project development	Consult with stakeholders to help improve future decisions.	Community-based organizations; equity thought leaders; service organizations
Online open house/surveys: Information is presented to gain feedback about project design and preferred alternative. Surveys will be translated to multiple languages. Timing: At official public comment periods; Mid-2022	Consult with stakeholders to help improve future decisions.	All
Stakeholder interviews: Project staff meet individually with community leaders to gain focused and personal input for project planning. Timing: Early 2020 (equitable engagement strategies)	Consult and involve audiences to advance project development	Equity thought leaders; community-based organizations
Printed materials and website, including materials translated into languages other than English: Present project purpose, benefits, design, ways to contact project staff, ways to participate or get more information.	Share project information	All

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Tactic	Engagement category/goal	Audiences
Timing: Throughout project development; comprehensive update slated for spring 2021		
Social media: Project staff, community liaisons, community organizations, agency partners will promote project information with free and paid posts across various social media platforms. Social media may be used to notify audiences of public comment opportunities or to promote project awareness. Providing project updates and feedback channels through Facebook, Twitter, and other social media platforms provides engagement opportunities for youth, communities of color, people who primarily engage with social media to consume news and people without stable or conventional internet access on a computer. Use of social media is especially important during the COVID-19 pandemic when social distancing limits in-person interactions. Timing: Throughout project development to build awareness of tolling in general and toll project; paid advertising will be used during official comment periods	Share project information	All
Outreach to ethnic media outlets: Project staff or community liaisons will deliver information or participate in interviews in multiple languages to build awareness of project developments. Timing: Throughout project development and particularly at in early-mid 2021 and official public comment periods	Share project information	People historically or currently excluded or underserved by transportation projects
Online tools, including e-newsletter, texts: Regularly share project news and updates and ways to participate through opt-in delivery channels. Timing: Throughout project development	Share project information	All
Toolkit for community organizations: Share written information about the project either in printed or electronic form to distribute to their networks. Toolkit can include: sample social media posts, sample newsletter text, flyers, fact sheets or other materials. This strategy engages the public through "trusted messengers" – individuals and organizations that community members already know and regularly obtain information from. Community organizations, especially those serving people who speak languages other than English, are best equipped to provide information to their networks. Timing: At least twice per year and associated with awareness-building efforts and public comment periods.	Share project information	Community-based organizations; equity thought leaders; service organizations; members of Equity and Mobility Advisory Committee
Fairs, festivals, and tables at community events and locations: Staff information tables at fairs and festivals throughout the project area primarily during warm weather months to distribute information about the project and alert community members to	Share project information	All

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Tactic	Engagement category/goal	Audiences
public input opportunities. Examples include: farmers markets, school functions, church or religious center functions, community centers, and while engaging in traditional commerce, such as shopping at a local grocery store. Timing: Summer 2022 (when public health guidance allows)		
Direct outreach and mail: Flyers and mailers with project information and public input opportunities will be distributed through U.S. Postal Service or through canvassing businesses or service organizations near the project. Timing: In advance of community workshops and formal comment periods	Share project information	People who live close to the project area, service providers in the project area; people without internet, people who do not attend community meetings

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。

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

I-5 and I-205 Toll Projects

Attachment 2



REGIONAL MODELING GROUP

Organization	Representative	Email	Phone
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	Tom Mills	millst@trimet.org	503-962-4883
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ODOT AND WSP

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	Michael Holthoff	Michael.G.HOLTHOFF@odot.state.or.us	503-986-3428

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INTERESTED PARTIES

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Regional Partner Agency Staff Roster	
Name	Organization
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Allen Hendy	ODOT
Andrew Campbell	Multnomah County
Anna Dearman	City of Vancouver
Anne McErney-Ogle	City of Vancouver
Cincy Remy	Washington County -- Comms
Darren	City of Gladstone
Dayna Webb	City of Oregon City
Don Hardy	City of Canby
Dyami Valentine	Washington County
Erin Wardell	Washington County
Eve Nilenders	TriMet
Gery Schirado	City of Durham
Gregg Snyder	City of Hillsboro
Gupta Hersh	ODOT
Gwenn Baldwin	
Hau Hagedorn	Portland State University / R1ACT
Heather Sturgill	Washington County -- Comms
Hector Rodriguez-Ruiz	ODOT
Jason Gibbens	WSDOT
Jason Kelly	ODOT
Jennifer Garbley	City of Milwaukie
Jessica Berry	Multnomah County
Jessica Stanton	ODOT
Joseph Auth	City of Hillsboro
Kate Lyman	TriMet
Kathleen Stewart	ODOT
Kayla Hootsmans	ODOT
Kirsten Hauge	Kearns and West
Lindsey Baker	ODOT
Maria Ellis	ODOT
Maria Sipin	ODOT
Mauricio LeClerc	PBOT
Melissa De Lyser	Washington County -- Comms
Michele Godfrey	ODOT
Nick Fazio	WSP
Paul Scarlett	ODOT
Pia Welch	R1ACT
Public Works Office	City of Gladstone
Ray Atkinson	Clackamas County Community College
Ryan Hart	Port of Vancouver
Ryan Potter	City of Canby
Sandra Hikari	ODOT

Scott Archer	City of Canby
Scott Patterson	C-Tran
Shoshana Cohen	PBOT
Stephanie Millar	ODOT
Steve Stuart	City of Ridgefield
Susie Lahsene	City of Rivergrove
Sylvia Ciborowski	Kearns and West
Taylor Steenblock	Multnomah County -- Government Relations
Temple Lentz	Clark County
Tia Williams	ODOT
Todd Wood	City of Canby
Tom Bouillion	Portl of Portland
Tom Kloster	Metro
Tom Strader	South Clackamas Transit District
Trent Wilson	Clackamas County
Yosef Yip	WSP
William Farley	City of Lake Oswego
Anne Pressentin	WSP
Alyssa Cameron	ODOT
Brendan Finn	ODOT
Carolyn Holthoff	ODOT
Della Mosier	ODOT
Don Hamilton	ODOT
Garet Prior	ODOT
Heather Wills	WSP
Jennifer Rabby	WSP
Josh Channell	WSP
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Mat Dolata	WSP
Michael Holthoff	ODOT
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Page Phillips-Strickler	Strategies 360
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Amy Pepper	City of West Linn
Anne Buzzini	Metro
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Bob Hart	SW Washington Regional Transportation Council (RTC)
Bob Kellett	City of Portland
Brian Hodson	City of Canby
Carol Snead	ODOT
Casey Liles	WSDOT
Chris Deffebach	Washington County
Chris Fick	Multnomah County
Chris Johnson	Metro
Dave Roth	City of Tigard

David Scott	City of Washougal
Don Odermott	City of Hillsboro
Elizabeth Mros-O'Hara	Metro
Emily Cline	FHWA
Emma Sagor	City of Portland
Erica Rooney	City of Lake Oswego
Everett Wild	Clackamas County
Grace Cho	Metro
Jacque Betz	City of Gladstone
Jamie Huff	City of Happy Valley
Jamie Stasny	Clackamas County
Jay Higgins	City of Gresham
Jean Senechal Biggs	City of Beaverton
Jeff Owen	TriMet
Jennifer Campos	City of Vancouver
Jim (Curleigh) Carothers	City of Camas
Jim Hagar	Port of Vancouver
Jim Whynot	City of Gladstone
John Williams	City of West Linn
Karen Buehrig	Clackamas County
Kari Linder	City of Lake Oswego
Katherine Kelly	City of Vancouver
Kelsey Lewis	City of Tualatin
Kim McMillan	City of Tualatin
Kirstin Hull	City of Portland
Laurie Lebowsky	WSDOT
Lewis Lem	Port of Portland
Lindsey Shafar	Clark County
Mandy Putney	ODOT
Mark Harrington	RTC
Matt Bihn	Metro
Matt Ransom	RTC
Megan Ramey	City of Hood River
Mik Bombar	Port of Vancouver
Mike McCarthy	City of Tualatin
Nathaniel Price	FHWA
Rebecca Kennedy	City of Vancouver
Steve Kelley	Washington County
Steve Wall	City of Camas
Steve Williams	Clackamas County
Taylor Eidt	C-Tran
Tom Mills	TriMet
Zachary Weigel	City of Wilsonville
Jon Makler	ODOT

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I-5 and I-205 Toll Projects

Attachment 2



TRANSIT/MULTIMODAL WORKING GROUP ROSTER

Organization	Representative	Email	Phone
TriMet	Tom Mills, Service Planning Manager	millst@trimet.org	503-962-4883
	Jeff Owen, Strategic Planning Coordinator	owenj@trimet.org	503 962 5854
	Brenda Martin	MartinBr@TriMet.org	
	Kate Lyman	LymanK@TriMet.org	
C-Tran	Larry Ham, Operations Planning Supervisor	Larry.ham@c-tran.org	360 906 7438
	Scott Patterson, Chief External Affairs Officer	scottp@c-tran.org	360-906-7306
	Taylor Eidt, Senior Planner	Taylor.Eidt@c-tran.org	
SMART	Dwight Brashear, Transit Director	brashear@ridessmart.com	503-682-7790 x1576
Metro	Elizabeth Mros-O'Hara, Principal Planner	Elizabeth.Mros-OHara@oregonmetro.gov	503-797-1641
	Matt Binh, Planner	Matt.Bihn@oregonmetro.gov	503-797-1824
	Alex Oreschak	Alex.oreschak@oregonmetro.gov	
	Grace Cho, Associate Transportation Planner	Grace.cho@oregonmetro.gov	503 797 1751
SW WA RTC	Bob Hart, Transportation Section Supervisor	bob.hart@rtc.wa.gov	564-397-5206
WSDOT	Laurie Lebowsky, Region Planning Director	lebowl@wsdot.wa.gov	360-905-2082
Multnomah County	Jessica Berry, Senior Transportation Planner	jessica.berry@multco.us	503-988-3897
	Eve Nilenders	eve.nilenders@multco.us	
Washington County	Dyami Valentine, Senior Planner	dyami_valentine@co.Washington.or.us	503-846-3821
	Chris Deffebach, Policy Analyst	Christina_deffebach@co.washington.or.us	503 846 3406
Clackamas County	Karen Buehrig, Planning Manager	karenb@clackamas.us	503-742-4683
	Kristina Babcock, Transit Coordinator	kbabcock@clackamas.us	

City of Portland	Bob Kellett, Planner II, Policy Innovation + Regional Collaboration	Bob.Kellett@portlandoregon.gov	503-823-2699
	April Bertelsen, Transit Coordinator	April.bertelsen@portlandoregon.gov	503 823 6177
City of Oregon City	Dayna Webb, Senior Engineer	dwebb@orc.org	503-974-5508
City of Vancouver	Rebecca Kennedy, Planning Manager	rebecca.kennedy@cityofvancouver.us	360-487-7896
	Katherine Kelly, Senior Policy Advisor	Katherine.kelly@cityofvancouver.us	
Canby Area Transit (CAT)	Todd Wood, Transit Director	WoodT@canbyoregon.gov	503-266-4022
South Clackamas Transportation District	Tom Strader, District Manager	tstrader@sctd.org	503-829-7020
Clackamas Community College	Ray Atkinson, Transportation Systems Analyst	ray.atkinson@clackamas.edu	503-594-0989
City of Hillsboro	Gregg Snyder, Transportation Planning Supervisor	Gregg.Snyder@hillsboro-oregon.gov	503-681-6418
Lloyd TMA	Owen Ronchelli, Executive Director	owen@golloyd.org	503 236 6441
Westside Transport Alliance	Jeff Pazdalski, Executive Director	jeff@wta-tma.org	503 906 7941
City of Sandy	Andi Howell	ahowell@ci.sandy.or.us	503-489-0925

INTERESTED PARTIES

Organization	Representative	Email	Phone
City of Portland	Shoshana Cohen, Mobility and Intergovernmental Affairs Manager	Shoshana.cohen@portlandoregon.gov	503-823-4466
	Emma Sagor, Climate Advisor	Emma.Sagor@portlandoregon.gov	503-823-1530

ODOT AND WSP

Organization	Representative	Email	Phone
WSP	Ken Zatarain (Facilitator)	Ken.zatarain@wsp.com	971-344-3690
	Sine Madden	Sine.madden@wsp.com	503-478-2819
	Mat Dolata	Mat.dolata@wsp.com	503-417-9364
	Chris Wellander	Chris.wellander@wsp.com	206-382-5296
	Emily Wolff	Emily.wolff@wsp.com	503-478-2844
ODOT	Lucinda Broussard	lucinda.broussard@odot.state.or.us	
	Jason Kelly, Region 1 Transit Coordinator	jason.d.kelly@odot.state.or.us	503-731-3320

Stephanie Millar, Transportation Options Program Manager	Stephanie.L.MILLAR@odot.state.or.us	503-986-4224
Mike Mason, NEPA Tolling Contract Manager	michael.w.mason@odot.state.or.us	503.731.3077
Garet Prior, Toll Policy Manager	Garet.PRIOR@odot.state.or.us	503.396.2588
Marsha Hoskins	Marsha.A.HOSKINS@odot.state.or.us	503-986-3266
Carol Snead	Carol.SNEAD@odot.state.or.us	
Karyn Criswell	Karyn.C.CRISWELL@odot.state.or.us	
Valerie Egon	Valerie.EGON@odot.state.or.us	

ADVANCE COPY ~ SUBJECT TO REVISION

OREGON TRANSPORTATION COMMISSION**Minutes of the Regular Business Meeting****March 11, 2021****Salem, Oregon**

The regular meeting began at 9:00 a.m. at the Oregon Department of Transportation Headquarters in Salem, Oregon.

Video recording of the meeting is available online through the Commission website:

<https://www.youtube.com/user/OregonDOT/live>.

Background materials for all agenda items are stored in **Director/Commission/History Center File, Salem, Oregon.**

Notice of these meetings was made by press release to local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Robert Van Brocklin
 Vice Chair Alando Simpson
 Commissioner Julie Brown
 Commissioner Sharon Smith
 Director Kristopher Strickler
 Asst. Director for Finance and Compliance
 Travis Brouwer
 Asst. Director for Operations, Cooper Brown
 Asst. Director for Social Equity Nikotris
 Perkins
 Asst. Director for Government and External
 Relations Lindsay Baker
 Climate Office Director Amanda Pietz
 Urban Mobility Office Deputy Director Della
 Mosier
 ODOT Region 4 Manager Gary Farnsworth

Delivery and Operations Div. Administrator
 Karen Rowe
 Deputy Delivery and Operations Div.
 Administrator McGregor Lynde
 ODOT Chief Engineer Steve Cooley
 Policy, Data and Analysis Division
 Administrator Jerri Bohard
 Public Transportation Division Administrator
 Karyn Criswell
 Interstate Bridge Replacement Program
 Administrator Greg Johnson
 Assistant Interstate Bridge Replacement
 Program Administrator Ray Mabey
 Commission Coordinator Sabrina Foward
 Temp. Commission Assistant Jessica Virrueta

Chair Van Brocklin called the meeting to order at 9:00 a.m.

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Chair's Report
Agenda Item A

Oregon Transportation Commission (OTC) Chair Robert Van Brocklin welcomed those tuning in and participating in the meeting and thanked the public for their submitted comments. He noted there would be live closed-captioning available to assist in transcribing the meeting. He reserved time to welcome the Commission's new Coordinator, Sabrina Foward. He also noted that Vice Chair Simpson was delayed and would be joining the meeting late, but would be working with a quorum of three which is an official quorum of the Commission and would be able to take action on items if needed.

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Director's Report
Agenda Item B

ODOT Director Strickler provided a report to inform the Commission of two items of interest and yielded his remaining time to McGregor "Mac" Lynde, Deputy Delivery and Operations Division Administrator, for a brief wildfire update.

Winter Ice Storm February 12-16, 2021:

Large amount of ice and power loss across Oregon. Congratulated our team for a job well done and jumping into action and keeping the roads bare or in slush conditions. Twelve of our state operated radio stations lost power and were using backup generators. Significant coordination with utilities and other jurisdictions happened. Many facilities were closed to replace or repair some of the electrical lines for Oregonians. Interagency cooperation and cooperation with the public utility partners is something we are proud of as an agency

Troy Costales Retirement May 1, 2021:

Troy served 36 years in local service, 33 years with ODOT, 21 years as a Division Administrator. Troy has helped lead Oregon to the highest seatbelt use rate of any state, 98.2 percent, states lowest fatality toll since the 1940s, and one of the largest fatality declines from one year to the next. Director Strickler shared additional information with Troy's tenure at ODOT, including serving in all of the divisions within ODOT.

Wildfire Update from Mac Lynde:

Mac gave an update, 6 months from the previous update, on where ODOT is at as the agency takes the lead role in cleaning up hazardous trees as well as burned down homes and businesses. He is currently leading the cleanup efforts from the wildfires that occurred fall of 2020. There's an online dashboard (wildfire.oregon.gov/cleanup) that members of the public can go to sign up for updates and get up to date information on where the agency is at with cleanup efforts. Mac presented a [PowerPoint](#) with updates on the wildfire recovery efforts. There is an email (odot.wildlife@odot.state.or.us) and also a hotline (503-934-1700) that is staffed by a team to help respond to questions or inquires.

Discussion:

Chair Van Brocklin acknowledged Director Strickler's report. Chair Van Brocklin took a moment to discuss the winter ice storm and how impressed he was with the cooperation to solve electrical outages. He also congratulated ODOT for their role and quick response in challenging conditions. Chair Van Brocklin commented about Troy and thanked him for his work with the agency. Commissioner Brown thanked Troy for his work with ODOT and mentioned working with him on the safety committee. Commissioner Smith congratulated Troy for his work with the agency and wished him a great retirement.

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Real-Time Virtual Oral Public Comment
Agenda Item C

Mayor Scott Hill, City of McMinnville, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and provided a bypass information sheet with updates. He recognized great support that the bypass committee has received from OTC and ODOT, with special recognition to John Huestis, Sonny Chickering and Travis Brouwer along with OTC Chair Van Brocklin and Director Strickler. He acknowledged a true partnership in the work they are trying to accomplish. There's a need for state and local investment to leverage federal dollars. He shared his thoughts on the priority level of this project and successes through phase one and that phase two is shovel ready. Newberg Dundee is a high priority effort. Thanked ODOT and OTC in the partnership and they are committed as communities to do their local matching and hope to see this project as a priority for ODOT and OTC.

Casey Kulla, Yamhill County Commissioner, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and spoke on behalf of parkway committee for the county. He spoke on the importance of the project and completing the remaining two phases. He mentioned that state agencies need to address climate issues and equity in their project and noted that this project is equitable and would help keep diesel fuels out of the inner city thus furthering climate goals. He has three requests for the Commission: First he asked the Commission to hold ODOT accountable to building protective paths along the corridor as soon as possible. Second he requested the Commission to hold ODOT accountable to require bus rapid transit design features in this project. Third request is to require an equity advisory committee for the project in order to make good planning and design decisions. In closing he mentioned that it was the tenth anniversary of the 9.1 magnitude earthquake and tsunami in Japan that destroyed the Fukushima power plant and that Oregon's shake alert system is being activated on the anniversary. He also mentioned that a stable lifeline to the coast may be the difference between community recovery and community abandonment.

Tribal Councilor Denise Harvey, Confederated Tribes of Grand Ronde, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and emphasized the importance of the travel economy, the coastal economy, and wine industry that is all supported by the bypass and the tourist opportunist across the entire travel shed. There's an importance of the west valley being supported with good transportation opportunities for employees and citizens of the areas. She also mentioned forest fires and coastal evacuations with Grand Ronde becoming the command post and fire camp

for over 200 wildland fire fighters in the area. It is extremely important to have a way in and out for public safety in a natural disaster. Phase one has already made a significant difference for commuters and emphasized the importance of completing the bypass and looks forward to seeing the bypass completed in the near future.

Brian Worley, County Road Program Director, Association of Oregon Counties, commented on agenda item H: Federal COVID-19 Relief Funding Allocation. His colleague Jim McCauley, Legislative Director for League of Oregon cities, was unable to attend but Worley referenced their jointly submitted written testimony in support of agenda item H. He thanked OTC and ODOT in recognizing the importance of the city and county transportation system in the updated funding relief proposal. It takes a balanced approach and supports local governments who have lost significant revenue due to the pandemic. He thanked ODOT leadership staff Travis Brouwer, Jeff Flowers and Trevor Sleeman for working closely with local government partners and listening closely to feedback and shared priorities. Relief funding is desperately needed at this time and will help city and counties with budget deficits, delayed projects, work force shortages, hiring freezes and for some, may prevent layoffs. He discussed the differences in how the funding is split in the earlier proposal and the current proposal. It is greatly appreciated and represents a more balanced and equitable approach to following the statutory highway funding sharing agreement. He looks forward to the continued partnership and support with local governments.

William J. Cook, Special Counsel, Cultural Heritage Partners, PLLC spoke on the behalf of Patricia Benner of Corvallis Oregon, resident and business owner, and commented on the Van Buren Bridge Project in Corvallis, OR. He stated that Patricia seeks to help ODOT find a way to protect and preserve the Van Buren Bridge. It has been determined eligible for listing as a national register of historic places. They believe ODOT is skipping legal steps in the mandatory environmental review including not preparing an environmental assessment or environmental statement that is required by NEPA. Written comment explains they asked ODOT to reassess their decision to exempt the project for NEPA review. Second, they believe ODOT cannot propose demolition of a bridge without an evaluation of the proposed demolition and placement according to part of the Oregon transportation act of 1966. William discussed the law and what it includes. He believes it would be helpful for ODOT to update the public on their compliance with the mandates. Third, they believe that section 106 has not been followed by ODOT and that demolition isn't appropriate. Going forward, they ask that ODOT provide a timeline of how and when ODOT intends to comply with federal historic preservation review laws and requests that the Van Buren Bridge be preserved.

Patricia Benner commented on the Van Buren Bridge Project in Corvallis, OR. Thanked the Commissioners for the work that ODOT does for the state. She is speaking to urge ODOT to repurpose the Van Buren Bridge as a pedestrian and bicyclist river crossing after the new bridge has been constructed. SMG has studied moving the bridge 150 feet up river and has been found to be practical and feasible at about half of ODOT's cost to the city council. The bridge would be placed on seismically sound piers and the new location would serve bicyclists and pedestrians along highway 34 as well as local users. Patricia talked about who the bridge should serve and how it should be designed. Patricia submitted a written testimony and pointed the Commission to review it for additional safety information. As she is not an expert in historic preservation, she hired Mr. Cook for his expertise and he spoke earlier and submitted written comments on her behalf.

Kathleen Harris signed up for public comment on the Van Buren Bridge Project in Corvallis, OR, but did not call in to provide public comment.

Kim Fella commented on what she believes to be willful neglect of surface water on Highway 260 - Josephine County. She gave her address and wanted to bring to light what she feels is neglect by ODOT and feels strongly that the Commission should take action on this matter. She described when she purchased her home and that it was once highway 260 and was relinquished to Josephine County along with \$6.4 million for maintenance that she doesn't believe has been performed. Fella also mentioned that she is being sued by her neighbor for blocking a culvert that he installed in a FEMA floodway without a survey or permission on a private easement. The culvert floods her field and has flooded her neighbors pump house, garage and a portion of her home. She believes the majority of water is runoff from Lower River Rd (previously Highway 260). That portion of the road has standing water most of the winter season and causes road hazards, a she believes a high water sign is not enough. She also described her neighbor's property and what they built to mitigate the runoff on their property. She believes it is willful neglect and shared her YouTube channel (Kizzy Josephine County Oregon) where people can go to view her claims.

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Climate Office Update
Agenda Item D

The Commission received an informational update from the ODOT Climate Office on efforts to implement Executive Order 20-04, the Strategic Action Plan and to integrate climate considerations throughout the Agency.

Background:

ODOT formed the Climate Office nearly a year ago and has accomplished a lot since that time, although much work still remains. The Office focuses on reducing emissions and pollution from transportation and adapting to the impacts of climate change. The Commission last received an update on the progress of efforts in October 2020, and interfaced frequently with the Climate Office in the deliberation of funding allocations for the 2024-2027 Statewide Transportation Improvement Program (STIP) through December 2020.

Several of the efforts of the Climate Office are directed by Oregon [Executive Order 20-04](#), which requires ODOT to add a climate lens to STIP decisions, identify statewide needs for public electric vehicle charging infrastructure, collaborate with other state agencies on greenhouse gas (GHG) reduction activities ([Every Mile Counts](#)), and integrate climate considerations into agency practices. Attachment 1 provides an overview of ODOT's progress implementing Executive Order 20-04 over the last year, and was submitted to the Governor's Office March 1, 2021. Additionally, other climate-related actions are identified as Strategic Outcomes in the 2021-23 [Strategic Action Plan](#). These and other efforts are underway and staff will provide an update on progress and expected outcomes.

Additionally, staff will discuss the concept of a 5-year ODOT Climate Work Plan. The Work Plan will direct activities of the Climate Office and other groups within ODOT to reduce GHG emissions

and prepare for the impacts of climate change. Attachment 2 provides a preview of actions that are either underway or under consideration over the next five years. The draft list pulls from the [Statewide Transportation Strategy: A 2050 Vision for GHG Reduction](#) (STS), 2021-23 Strategic Action Plan, Executive Order 20-04, and other critical work. The ODOT Climate Work Plan should include those actions most critical or foundational in the next five years, recognizing the need for additional, sustained long-term efforts. ODOT will update the Work Plan every five years. Staff recognizes that there may be important work items missing from the current short-term list of potential actions in Attachment 2, and welcomes public and Commission feedback.

Attachments:

1. Attachment 1 – *ODOT Takes Steps to Address Oregon’s Climate Crisis: Progress Overview of Executive Order 20-04 Implementation (March 2020-March 2021)*
2. Attachment 2 – *Draft Climate Actions Under Consideration for a 5-Year ODOT Climate Work Plan*

Presentation:

Amanda Pietz presented a [PowerPoint](#) with updates on the Climate Office as well as their current efforts and focus areas (action plan). The Climate Office is composed of three parts: mitigation, adaptation, and sustainability. March 10th was the one year anniversary of the climate executive order. [Attachment 1](#) is the complete packet that was submitted to the Governor on what the agency has done to comply with the executive order. Amanda highlighted a few topics within the attachment: How ODOT has embraced climate as a top priority within the agency, a significant investments in climate, and integrating equity and climate justice in everything that they do do.

Discussion:

Commissioner Smith thanked Amanda for her work and accomplishments in just one year and looks forward to the continued efforts. Chair Van Brocklin agreed and noted there is a lot of work to do and Amanda’s leadership has been noticed and is appreciated. He mentioned one example of major headway – automobile manufacturers. They announced that they are phasing out the combustible engine to electric/non GHG producing for many vehicles. It is an example of what is going on elsewhere and is going to effect the country and world. We look forward to partnering more broadly as initiatives are taking in the public and private sectors. OTC looks forward to Amanda’s leadership, council and partnership in making progress in areas that have been identified and those yet to be identified, it is an evolving landscape.

Action:

None taken.

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Interstate Bridge Replacement Update
Agenda Item E

The Commission received an informational update on the recent work of the Interstate Bridge Replacement team.

Background:

The Interstate Bridge Replacement program is working with its partners, advisory groups, and community members to update Purpose and Need and define community Vision and Values this spring. Once completed these key elements will be used screen alternative design concepts which will eventually lead to a preferred alternative. The program will have recently conducted a large community engagement effort around getting feedback from the public on Purpose and Need and Community Vision and Values. Part of this work was an online open house, a community survey, newsletters, and community briefings. This update will cover feedback we have heard from the community engagement effort, and from program partners and advisory groups.

Presentation:

Greg Johnson presented a [PowerPoint](#) with updates on the Interstate Bridge Program activities. Greg went over the program timeline that had originally started in 2004. Waiting for a Federal record of decision that should happen in 2024 and would allow design and construction in 2025. Ray Mabey went over changes that have happened since the program started including a focus on climate and equity. He also noted that transportation problems that were previously identified still remain and have been confirmed by partners and community engagement efforts. They are setting a foundation by determining the purpose and need and hope to have it completed by the end of spring 2021. Greg went over the current advisory groups, their purpose, and meeting frequency as well as community outreach and community conversations that are happening. They will seek to come back to the Commission toward the end of May with the finalization of purpose and need and vision and values after final comments.

Discussion:

Commissioner Brown thanked Ray and Greg for their presentation and they answered her biggest question, where can the public get information. She encouraged everyone to use the public website. Commission Chair Van Brocklin also encouraged public input and participation in the process.

Action:

None taken.

The Commission recessed for break at 10:50am and convened at 11:00am.

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Review of 2021-23 OTC/ODOT Strategic Action Plan Progress Report
Agenda Item F

Reviewed the Strategic Action Plan (SAP) Progress Report and discussed the status of activities from launch of the SAP through February, 2021.

Background:

ODOT has transitioned to the execution of the SAP following OTC approval in October 2020. In December 2020, the OTC received a baseline SAP Progress Report and set an expectation that ODOT provide progress updates every other OTC meeting through 2021.

The March OTC presentation, will provide:

- an update of the SAP implementation progress in achieving the SAP Outcomes;
- a review and discussion of milestones that require modification from the baseline established in December 2020—addressing anticipated changes in schedule related to equity and sustainable funding actions; and
- an overview of activities related to a featured Strategic Outcome—Reducing Congestion in the Portland Metro Region.

Staff propose over the course of the 2021-2023 SAP, that OTC discussions will feature one to two Strategic Outcomes for a deeper discussion regarding the work accomplished, anticipated issues and next steps.

Next Steps:

Staff will respond to OTC feedback discussed in March and provide the next SAP Progress Report in July 2021. As part of the July OTC presentation, staff will highlight progress on metric development featured in the web dashboard.

Attachments:

- Attachment 1- *Strategic Action Plan Progress Report – March 2021*

Presentation:

Cooper Brown summarized what guidance was given by the Commission in December and the frequency that they will come back with updates. Every time they come before the Commission to present updates they will highlight one item. For this month they are going over the congestion reduction work in the Portland Area that the Urban Mobility office is leading. Della Mosier helped with the presentation. Instead of having every Assistant Director speak during the progress report, they will rotate for each meeting. The Assistant Directors will be available for questions as well as the outcome leads for each effort. Cooper and Della presented a [PowerPoint](#) and gave a progress update for the SAP. Cooper went over the highlights of the [progress report](#). Della focused on the 2021 milestones to reduce congestion in the Portland Region. Cooper requested thoughts and feedback on the SAP progress report or questions for Della on congestion work. Cooper also asked for concerns, comments, or feedback on the report itself. Cooper then continued the presentation on SAP communications and to answer Vice Chair Simpson's question. They are working on a web-dashboard and will bring it back to the Commission in July.

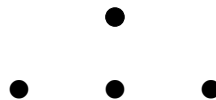
Discussion:

Welcomed Vice Chair Simpson to the meeting. Chair Van Brocklin congratulated the team on the implementation and progress of the Strategic Action Plan. Chair recommended a scoreboard or dashboard for the SAP progress report. A standardized format would be helpful so they know where to look. Vice Chair Simpson had a comment about the congestion management strategy in Portland; the Commission is aware and in support of what staff is doing as they stay innovative and evolving

the agency and is essential trying to address needs and concerns. He thinks it is good that we can share what's being worked on and shifts we are embracing internally, but brought the question of how we are communicating that out externally. Communication, internally and externally, is a big part of the SAP. Lindsay Baker added comments about communications and gave additional information on plans for the dashboard. It is a fundamental change and how we approach the work, it will be on a longer term horizon than what the Agency has worked on in the past. Integrated coordination is helping with the communication efforts. The next update will be in July.

Action:

None taken.



***Update the Commission on the cost reduction efforts underway with the ADA Program
Agenda Item G***

Travis Brouwer gave an opening statement on financial updates and then presented a [PowerPoint](#). Topics included modal equity, funding allocations for 21-24 STIP compared to 24-27, analysis of forecasting of dedicated federal and state funding (totals to 1.28 billion over the forecasted time), highway and non-highway funding comparisons, funding vs. needs for the 24-27 STIP (not meeting 30% of needs in most categories), there's a gap of over \$500 million annually, turning to tolling to help manage congestion and fund projects, and reviewed public transportation need vs. funding chart.

Discussion:

Commissioner Smith asked Travis how ODOT comes to the numbers of need. Most of the slides are based on the investment strategy that the Commission approved last year. It laid out what the needs were from, the background work that ODOT has been working on for years, helped determine what the need was. The climate office used it for their analysis and Travis used it for his program level gaps, it came directly from work that the Commission has done in the past. Chair Van Brocklin noted that the investment strategy report is one of the best things we have to articulate the challenge that Travis and Commissioner Smith articulated.

Travis then introduced the ADA topic, noting that the Commission has provided a significant amount of money over the recent years. They thought it would be important to give an update on how we are being good stewards of tax payer resources and what we are doing to ensure we are completing projects in a cost effective manner. Travis introduced Karen Rowe and Steve Cooley, who gave an update on the ADA program.

Background:

The primary purpose of the ADA program and ODOT's participation, is to ensure that ODOT programs are accessible and that pedestrians with disabilities have an equal opportunity to use the transportation system in an accessible and safe manner.

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more

accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

This presentation provides an ongoing update on our progress in meeting the expectations of the March 2017 ADA Accessibility settlement agreement, including program timeline, funding needs, and ongoing efforts to reduce costs and find program efficiencies. The requirements of the agreement established a total count of 27,327 curb ramps on ODOT's transportation system, of which, 25,899 of these were determined to be non-compliant. Milestone targets for the next 15 years are 7,770 ramps updated by 2022 (30%) and 19,424 ramps by 2027 (75%) and 25,899 (100%) by 2032. The program is at a critical point in replacing the almost 8,000 ramps required by next year; and is on track to meet the milestones specified in the settlement agreement.

Cost Reduction Actions

Since 2017 the ADA program has been working on meeting the requirements in the settlement agreement by setting up the program, ensuring construction compliance and developing projects to meet the 2022 milestone. ODOT is aware of the importance in reducing the overall cost of the program and recognizes the impacts to other programs. ODOT has implemented and continues to do training for ODOT and contractors in design and construction to reduce the risk of reconstruction of the ramps that don't meet compliance. About 400 ramps a year are included in projects already in the STIP and are being replaced as part of the program. ODOT has identified three main areas of focus:

Ramp Design Changes: ODOT has made major changes to design and construction practices to ensure compliance with current ADA standards, and requirements of the settlement agreement. One of the cost increases in the program has been related to an increase in additional right of way. Initially the estimate of right of way was made at approximately 15%-20% of the ramps. This estimate was based on construction of pilot projects in 2018-2019 which demonstrated constructing ramps generally in existing right of way. However the group of projects in 2020-2021 had more unique challenges at individual ramp locations in design and temporary pedestrian access, which required additional right of way. Currently, approximately 50% of the ramps require some form of additional right of way, either permanent or temporary. This results in a substantial increase in dollars and time. The main focus of this effort is to reduce the overall footprint and minimize the need for additional right of way to construct the ramp. Currently ODOT is evaluating design practices and looking for opportunities to maintain compliance, while constructing ramps within our existing right of way. ODOT is engaging with internal staff and consultant partners (ACEC) to help identify process improvements and minimize scope creep in designs. Design guidance is being developed and will be distributed and available this April for projects in 2021-2022.

Reducing Construction Costs: As we reviewed the construction costs over the last year, it was apparent the contractors are adding in significant risk to their bid prices. In December of 2020 we engaged our contractors with a survey and followed up in January 2021, with individual workshops, with a select group of contractors. The purpose of the outreach was to identify areas of improvement, efficiencies and risk to help ODOT reduce our overall construction costs. Currently

we are reviewing this data and developing an action plan for implementation of these contract changes. Many of these changes will be implemented on the majority of the 2021-2022 projects.

Contracting Efficiencies: Current efforts to meet the settlement agreement requirements of building and/or updating 7,770 curb ramps by the end of 2022 are utilizing existing STIP projects that trigger the ramp work and standalone ADA ramp projects. Some of the challenges with starting up the program were related to training and the learning curve required to produce compliant ramps with a high rate of success. This learning curve, along with a segmented funding stream have required high numbers of ramps to be constructed in 2020-2022. This compression of schedule has limited ODOT's ability to deviate from traditional contracting methods, due to the risk of production. The additional funding that was approved by the OTC last January provides funding certainty and the ability to look beyond the 2022 deadline. ODOT will be aggressively looking for opportunities to leverage existing STIP and local agency projects, starting in 2022 and 2023. The ADA program has only had opportunity to leverage a small number of local agency projects thus far, but feels there is potential for great savings to the program and will be moving forward with this strategy. ODOT is also developing the use of Design Build contracts for projects starting 2023 and will have the use of Indefinite Delivery/Indefinite Quantity (ID/IQ) contracts starting in 2022. Both of these contracting methods should help bring innovation and efficiencies to this program by allowing design engineers and contractors the ability to work more closely together to construct compliant and cost effective curb ramps. ODOT continues to provide opportunities for the use of small businesses by allowing for smaller project sizes, some of these projects are managed through our Maintenance District offices and the use of the Emerging Small Business program.

The next step will be to develop an action plan for cost reduction items in all three focus areas with an implementation schedule. Some of the items are already underway and as mentioned above will be implemented on the 2021 and 2022 projects. Additionally the ADA program is currently working with ODOT's Internal Audits Unit to evaluate the program and identify process improvement areas to enable the program to be more efficient and aid in the management of risk in the program. The ADA program will also continue collaborating with our accessibility consultant who is a national expert on ADA compliance and has been assisting ODOT in the development of the program. Lastly, ODOT is recommending engaging with the Continuous Improvement Advisory Committee (CIAC), to provide updates on program progress and cost reduction efforts.

Program Funding

In January the OTC allocated \$147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional \$90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The \$90 million is being proposed to come from COVID-19 relief funding (\$32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP (\$57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for \$170 million which has been reduced by the

anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.

Attachments:

- Attachment 1 – *ADA Settlement Agreement*
- Attachment 2 – *2019 ODOT Annual Report*
- Attachment 3 – *2019 Accessibility Consultant Annual Report*

Presentation:

Karen Rowe and Steve Cooley presented the [PowerPoint](#) about reducing costs for ADA projects. They wanted to answer the question that was asked in the discussion at the last Commission meeting which was what is ODOT doing to control costs for ADA ramps. Karen gave an overview of the settlement agreement and what has been completed thus far. Training is a key element for inspectors, contractors, and designers and is a large learning curve. Karen went over the current program challenges and reviewed the agreement milestones and ODOT is on track to meet the deadline. What is being done to help with cost reduction in design such as less ROW to do the work, construction such as adding ramps into existing projects and different contracting methods was reviewed and are hoping to see a 30-40% cost reduction. Karen went over ADA STIP funding for the 21-24 STIP and 24-27 STIP.

Discussion:

Commission Chair Van Brocklin asked about reconstruction costs and what we are doing to reduce those costs. Some of the rebuild cost is built into the construction cost, as the training goes better, and inspectors and contractors are educated those costs should be reduced. It is a learning curve, but numbers are going down. ODOT is also looking at when the inspection is completed and will bring it in earlier, before construction is completed. Steve Cooley also commented that we are seeing reductions in the total number of remove and replace costs. Chair Van Brocklin also asked how frequent reconstruction is happening. Steve noted that in the beginning there were a lot of replacements but after 2019, ODOT updated their designs and during the last season the total replacements has went down significantly. Commissioner Brown asked Karen about if ODOT is responsible for the entire right of way (ROW) or if it is done in partnership, referencing the photos in the PowerPoint. Karen explained that part of the ramp requirement is related to the slope percentage and amount of space needed for a wheelchair to turn around. Steve answered on if we are impacting the ROW, permanent or temporary, it is the responsibility of ODOT and has increased costs. Commissioner Smith appreciated streamlining the process and reducing costs but acknowledged it is a learning curve and had a question: When it is discovered that it isn't in compliance, how is it found out, complaints or follow-up checks? Steve answered that during construction we have staff sampling projects to ensure the work is being done completed. After construction is completed, it can be the accessibility consultant making the review or the plaintiff going out and reviewing the work. Commissioner Smith thought it would be good to have a quality check over time to check compliance and how long the work is lasting. Chair Van Brocklin agreed that follow-up would be great, even a mailing, and would be best to be proactive. Cooper Brown also commented on the points that Chair Van Brocklin brought to the table and want to make sure there's access to all of our system by all users and that we are going above and beyond the agreement requirements. Cooper also said that imperial data to provide a rough percentage of reconstruction that has been done can be

gathered and shared, but Chair Van Brocklin didn't want to look at the past and a high level of information currently works. Chair Van Brocklin also mentioned that there's time to get community outreach right. Steve Cooley then responded letting him know that there is currently a community outreach program and is it assessed annually. Karen went over her closing statements and mentioned that we are partnering with local entities to make sure ramps are being updated in those projects as well. Karen thought that a more detailed report out could be brought to CIAC and Chair agreed, with a synthesized update to the Commission.

Action:

None taken.

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COVID-19 Relief Funding Package
Item H

The Commission was requested to approve ODOT's proposal for allocating funding from the federal COVID-19 relief funding package.

Background:

The COVID-19 relief funding package approved by Congress in December 2020 includes \$10 billion in highway funding for relief to state DOTs and local governments who have lost revenue as a result of the pandemic and recession. Oregon will receive \$124 million in highway funding.

The package also includes an additional \$225 million for transit in Oregon, on top of the funding provided under the CARES Act earlier in 2020. ODOT will receive \$2.8 million for rural transit providers, with most funding going directly to the large urban transit providers. Additionally, \$4.8 million of the amount provided directly to Amtrak will be credited to the Oregon segment of the Cascades Corridor passenger rail service.

ODOT projects the State Highway Fund will lose \$225 million through the end of state FY 2021 and \$370 million through FY 2025 due to the pandemic and recession. This loss will largely hit the agency's operations and maintenance funding, as most project funding is provided through federal highway formula funds and bond proceeds that have not been impacted.

The federal COVID-19 relief funding for highways is available for traditional federal-aid eligible capital projects as well as maintenance, operations, and administrative expenses, including salaries of employees, information technology needs, and other purposes. The funding does not require a non-federal match. Funding is suballocated by formula to the state's three large metropolitan planning organizations, providing a total of \$16.1 million to Portland, Salem/Keizer, and Eugene/Springfield. Funding is available for obligation until September 30, 2024.

Proposed Allocation

Based on these principles and goals, ODOT developed the following recommended funding allocation.

Local Government Funding: \$55,791,257

ODOT proposes providing local governments a total of 45% of the COVID-19 relief funding in proportion to their share of the State Highway Fund revenue. This includes the following:

- \$16,110,809 suballocated by federal statute for the large metropolitan planning organizations (MPOs)—Portland Metro, Salem-Keizer, and Eugene-Springfield;
- \$38,828,628 to cities, counties, and small MPOs in general accordance with the ODOT/AOC/LOC federal fund sharing agreement. Of this amount, \$22,454,595 will go to counties; cities over 5,000 outside an MPO will receive \$8,125,036; small MPOs will receive \$6,948,997 and \$1,300,000 will be set aside for cities under 5,000 through the Small City Allotment program, which offers grants for specific projects. Local funding would be directed toward operations and maintenance costs to the maximum extent possible, with the exception of the funding for small cities.
- \$577,698 for the Port of Hood River to compensate for lost toll revenue that would have been invested in the Hood River Bridge.
- \$274,122 for the Port of Cascade Locks to compensate for lost toll revenue that would have been invested in the Bridge of the Gods.

State Highway Operations and Maintenance (O&M): \$36,000,000

This funding will be applied to operations and maintenance to reduce ODOT's \$200 million operational budget shortfall through 2027 and reduce the impact of reductions to operations and maintenance programs in the 2021-2023 budget.

ADA Curb Ramps on State Highways: \$32,189,314

This funding will cover part of the remaining \$90 million need for ADA compliant curb ramps in the 2021-2024 STIP in order to address equity and access for Oregonians with disabilities. Using COVID-19 relief funds reduces the need to borrow against Fix-It funds in the 2024-2027 STIP. The remainder of the need will be requested as part of the amendment in the 2021-2024 STIP amendment.

Attachments:

- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:

Travis Brouwer gave a brief summary of the changes in the COVID-19 relief package plan. Karyn Criswell started the presentation and went over the [PowerPoint](#) on the breakdown of fund allocations. Travis continued the presentation and discussed the state highway fund forecast and that it is projected that we will lose about 7% (\$225 million) due to the pandemic and recession. That loss will be shared between ODOT, cities and counties. Within ODOT it hits the operations budget the most, where there has been a large structural budget deficit that has been exacerbated due to COVID-19. ODOT worked with AOC and LOC on how to distribute the funding using the existing federal funding share agreement percentages. The 45% to local agencies would be broken into three parts, totaling \$55.8 million. For ODOT, they are requesting \$36 million to operations & maintenance to offset the reduced revenue that is a result of COVID-19 and last summer's wildfires, usually federal dollars aren't eligible for these costs. ODOT is working through each Division's

budget plan that will include a 6% reduction in state highway fund dollars. Final recommendation is for ADA curb ramps in the amount of \$32.2 million. They will be asking for the remaining funding in the 21-24 STIP, which is the next agenda item. In developing the 21-24 STIP, part of the funds for ADA curb ramps were borrowed against fix-it funds in the 24-27 STIP which could be reduced. Even with the money from congress, it is only making up for about 55% of lost funds due to COVID-19. We will still be short about \$58 million dollars and local governments will be short as well.

Discussion:

Commissioner Brown asked if there would be a distribution chart to show how the money will be split up. Travis said they should be able to share it by the end of the week if the Commission approves, they didn't want to give out funding numbers that could be changed. It will be shared with cities and counties through their AOC and LOC staff. Commissioner Smith thanked the team for making changes to the original COVID-19 relief funds and trying to be fair. Chair Van Brocklin echoed Commissioner Smith's comment and that it was the right decision for this occasion.

Action:

Commissioner Smith moved and Commissioner Brown seconded to approve the allocation of COVID-19 relief funds as presented totaling \$124 million. Commission members Vice Chair Simpson, Brown, Smith, and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for lunch at 12:10pm and convened at 12:40pm.

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***2021-2024 Statewide Transportation Improvement Program Update
Item I***

The Commission was requested to approve updated funding in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In December 2017, the Commission approved the funding allocation for the 2021-2024 STIP. When the Commission took this action, the scheduled expiration of the FAST Act on September 30, 2020 - the day before the new STIP began - created significant funding uncertainty for federal funding levels in the STIP. As a result, the Commission's funding allocation assumed a reduction of about 10 percent in federal highway formula funding available to ODOT for 2021 through 2024. This assumption mirrors experience of reduced funding after the surface transportation act's expiration in 2009. This approach is also a prudent risk mitigation strategy to avoid the pain of cutting projects.

During the STIP funding allocation process in 2017, ODOT worked with the Commission on a plan to obligate federal funding that came in over and above the assumed level. The Commission provided initial direction to ODOT to set aside the first \$40 million in additional federal funding for a Strategic Investments Program that would allow the Commission to target funding to high priority

needs on the state highway system. The Commission also directed that any additional federal funding available after funding this Strategic Investments Program would go to Fix-It projects.

Congress recently passed a one-year extension of the FAST Act through federal fiscal year 2021 and provided additional funding for the Highway Trust Fund to ensure solvency for that period. This extension provided funding at a level below what Oregon received for FY 2020 but approximately \$20 million above the level assumed in the STIP. However, this action still leaves ODOT with significant uncertainty about federal funding levels in 2022 through 2024, particularly given that the Highway Trust Fund will exhaust its balances again in about a year.

ODOT's October 2020 revenue forecast also provides a clearer picture of State Highway Fund dollars available to the 2021-2024 STIP. While COVID-19 and the recession have significantly reduced overall State Highway Fund resources, debt service over the next several years for repaying HB 2017 project bonds came in well below initial estimates developed in 2017, providing some additional resources for the STIP.

Additional Available Funding

Given all of this, ODOT proposes the following updates to funding levels built into the 2021-2024 STIP.

- Assume that current federal funding continues at the federal FY 2021 level through 2024. This will provide approximately \$80 million in additional federal funding to allocate over the four years of the STIP.
- Given consistently high levels of annual federal highway redistribution funding that has come in over and above ODOT's assumptions, build an additional \$20 million in annual redistribution funding into the STIP. This will allow ODOT to address critical needs now in a more comprehensive and strategic manner rather than programming funds each year with limited lead time. Over the four years of the STIP, this will provide an additional \$80 million in funding to allocate.
- Add \$7 million in special one-time federal highway funding that Congress appropriated in FY 2021 above the authorized FAST Act funding level.
- Add \$47 million in HB 2017 funds to the STIP to reflect lower debt service costs than estimated in 2017.

All told, these changes lead to \$214 million in additional funding to program in the 2021-2024 STIP. Of this additional available funding, the Commission approved \$147 million in January for ADA ramps, leaving \$67 million in additional available resources to allocate in March.

Taking this action would amount to fully allocating all reasonably anticipated federal funds for the next four years. This would leave no unallocated resources to meet any additional needs; the primary means of meeting additional needs would be through canceling or delaying projects and reallocating funds. Canceling or delaying projects might be necessary if federal funding falls below current levels, which remains a risk.

Critical Needs

ODOT has identified the following critical needs to be addressed during the course of this STIP. All of these projects are required based on direction from the Legislature, Governor, or a legal requirement, or are critical to wildfire recovery or implementation of the Strategic Action Plan.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	\$60,000,000
Interstate Bridge Replacement Program	Fund program development through 2024	\$30,000,000
ADA 2023-2024 Projects	Construct ADA projects through remainder of 2021-2024 STIP	\$57,810,687
OR 99 Coleman Creek – Glenwood	Add shoulders/bike lanes, safe crossings, transit stops, and sidewalks for a mile along OR99	\$8,000,000
I-5 Boone Bridge	Fund portion of project development through 2023	\$3,700,000
Multimodal Corridor Network	Funds SAP multimodal network definition and funding prioritization work through 2023	\$650,000
Total		\$160,160,687

As noted above, in January the OTC allocated \$147 million to ADA curb ramps for projects in 2021-2022. In addition, ODOT proposes to program \$32,189,314 for ADA ramps from COVID-19 relief funding. The amount listed above for ADA is the additional amount needed for projects in 2023-2024 beyond the amount already allocated in January and proposed from the COVID-19 relief funding.

The critical needs listed above exceed the additional available resources by \$93,160,687. In order to balance the STIP, ODOT proposes borrowing against Fix-It funding in the 2024-2027 STIP. To mitigate this impact, ODOT proposes that any additional federal funding that comes in over and above the projected level during the 2021-2024 STIP go first to reducing this shortfall to reduce the amount borrowed from the Fix-It program in the 2024-2027 STIP. As any additional unallocated funding comes in, ODOT would automatically reduce the amount borrowed from the STIP in 2024-2027 and increase the amount available for Fix-It projects.

Tolling Development and Implementation: \$60,000,000

With direction from the Legislature in HB 2017, ODOT is developing plans for congestion priced tolling on I-5 and I-205 to pay for congestion relief projects and help manage demand. Ongoing tolling development and implementation—including NEPA and developing tolling systems—requires additional funding. An infusion of \$60 million should cover program costs through 2022, though additional funds may be necessary depending on the scope and pace of tolling implementation. Additional funds will be needed to implement tolling; ODOT plans to secure these resources by borrowing against future toll revenues.

Interstate Bridge Replacement Program: \$30,000,000

The Interstate 5 Bridge over the Columbia River is a major bottleneck for all modes of transportation traveling across the river, as well as a significant seismic vulnerability. As directed by Governor Kate Brown and Governor Jay Inslee, ODOT and the Washington State Department of Transportation (WSDOT) have re-established replacing the bridge as a priority. The two states have hired a program administrator, developed a collaboration process with local partner agencies and selected a general engineering consultant. The Washington Legislature has dedicated \$35 million to the project, and the Commission has dedicated \$15 million in Oregon funding to date. ODOT will need to contribute an additional \$30 million through this STIP cycle, which should get the project close to completing program development work.

ADA Curb Ramps: \$57,810,687

ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 in which ODOT agreed to change practices related to compliance with the Americans with Disabilities Act (ADA). ODOT needs to provide funding to build a substantial number of curb ramps over a fifteen year duration, with three milestone requirements. With all of the current ADA Program funds allocated, additional funding is required through 2024 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. While ODOT estimates the additional funds for projects in 2023 through 2024 will cost more than the amount requested, the agency is implementing measures to reduce these costs, which has been applied to the request. If these savings cannot be achieved, additional funding may be necessary.

OR99: Coleman Creek – Glenwood: \$8,000,000

This project is north of Phoenix in unincorporated Jackson County on OR99, central to the area that experienced massive destruction from the Almeda fire in September 2020. The project was under design approximately two years ago when it was cancelled due to insufficient funding to take it to construction. The project will upgrade OR99 from the north terminus of Coleman Creek culvert to Glenwood Road by widening for sidewalks and bike lanes, building three improved pedestrian crossings, and rebuilding six bus stops. Region 3 has allocated \$2.5 million to the project, and Safe Routes to School (SRTS) Infrastructure and Sidewalk Improvement Program funds have already brought \$2.67 million to the corridor. Rogue Valley Transportation District is a strong partner and has applied for \$1 million of Statewide Transportation Improvement Funds (STIF) Discretionary grant funds to support bus stops and sidewalk infill, and an additional SRTS Rapid Response grant is likely to bring an additional \$833,000 to the table. Including this STIP amendment, the total funding currently allocated to the project is \$13,170,000. STIF and SRTS funding currently being requested would bring the total cost to \$15 million; if this STIF and SRTS funding is not secured, the project's scope will be reduced. The project is in design now and expected to go to bid in 2023.

I-5 Boone Bridge: \$3,700,000

The Interstate 5 Boone Bridge over the Willamette River is a crucial link on one of Oregon's critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require replacement to withstand a Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement. As directed by House Bill 5050, ODOT completed a study of the best approach to widen and accomplish seismic

resiliency of the bridge. In winter 2020 ODOT delivered a report and recommendation to the State Legislature recommending bridge replacement and operational and safety improvements on I-5. To advance the planning and design of this project ODOT will need to contribute \$3.7 million through this STIP cycle, which should get the project close to completing program development and NEPA work.

Multimodal Corridor Network: \$650,000

The identified Strategic Action Plan outcome of improved access to active and public transportation requires implementing actions to be carried out during the 2021-23 biennium. These actions include developing a baseline understanding of funding currently dedicated to walking, biking and transit; developing and implementing a funding prioritization process of existing pedestrian, bike and transit investments to improve access for marginalized communities; and defining a priority multimodal network to enable more strategic and equitable selection of future projects and programs. Both consultant and project management resources at an estimated cost of \$650,000 are needed to move these actions forward while continuing core division work to fund active and public transportation services and provide technical assistance to external agencies implementing and delivering projects.

Attachments:

- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:

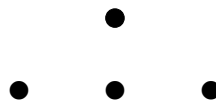
Travis Brouwer introduced the [PowerPoint](#) on the 2021-2024 STIP amendment request. Cooper Brown reviewed the six proposed items that are being brought forward. The proposed investments are \$60 million for Tolling Development and Implementation, \$30 million Interstate Bridge Replacement Program (Washington has contributed \$35 million) to get the program through completion of program development, \$57.8 million for ADA Curb Ramps, \$8 million for OR 99 in Phoenix, \$3.7 million for I-5 Boone Bridge and \$650,000 for Multimodal Corridor Network.

Discussion:

No questions were asked by the Commission. Chair Van Brocklin noted that these areas will be money well spent.

Action:

Commission Vice Chair Simpson moved and Commissioner Brown seconded to approve the proposed 21-24 STIP update in the presentation. Commission members Smith, Brown, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.



***2024-2027 Statewide Transportation Improvement Program Program-Level Funding Allocations
Agenda Item J***

The Commission reviewed ODOT's proposal for the 2024-2027 STIP.

Background:

Over the last several months, ODOT has worked with the Commission on the allocation of funding for the 2024-2027 STIP. In December, the OTC allocated funding among broad categories as shown below.

Category	Amount
Fix-it*	\$800,000,000
Enhance Highway	\$175,000,000
Safety	\$147,000,000
Public & Active Transportation	\$255,000,000
Local Program	\$404,500,000
ADA Curb Ramps	\$170,000,000
Other Functions	\$161,410,568
Total	\$2,112,910,568

*After factoring in borrowing \$120 million to cover ADA projects in 2021-2024 STIP.

Enhance Highway Discretionary Program

The Enhance Highway funding included \$110 million for projects named by the Legislature in HB 2017 with the remaining \$65 million available for an Enhance Highway discretionary program.

Because no funding is available in other categories to specifically address congestion and freight mobility needs on state highways, ODOT recommends that this limited funding focus on filling this gap in order to address road limitations that can impact ODOT's economy.

Based on feedback from the Commission in January, ODOT has developed a proposal for how to allocate this funding. As described in the attached document, ODOT would use a competitive statewide process to fund projects including auxiliary lanes, truck climbing lanes, passing lanes, freight improvements, interchange improvements, intelligent transportation systems and other technology improvements, among others.

ODOT would factor in project benefits in terms of safety, equity, climate, and multimodal accessibility to ensure alignment with priorities in the Strategic Action Plan. ODOT would engage Area Commissions on Transportation on priority projects and ask ACTs for feedback on a proposed project list before bringing the final list before the Commission. ODOT recommends funding the best projects across the state while setting aside a minimum of 30% for projects in rural areas outside metropolitan planning organization boundaries and also setting a goal of distributing projects across the state.

ODOT is seeking Commission input and feedback on the general direction of the Enhance Program strategy as shown in the attachment. ODOT will share the final program details with the Commission before launching the project solicitation. The final project selection will be part of the 24-27 STIP that is approved by the Commission.

Attachments:

- Attachment 1 – *Enhance Highway Discretionary Program*

Presentation:

Travis Brouwer started the conversation with a summary of what was discussed previously with the Commission. Karen Rowe presented the [PowerPoint](#) to go over the Enhance Highway Program

proposal. The project types are at a conceptual level because it takes about two years to identify projects. In addition to geographical balance, they need to check with their MPOs and ACTs, it is currently a framework and will create the process once the Commission agrees with the proposal.

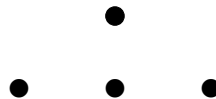
Discussion:

Vice Chair Simpson asked Karen to explain truck parking for the public. Karen then answered the question mentioning it could be part of ITS. Truck parking is meant to be near the interstate for when we close the interstate due to storms or accidents. Travis Brouwer added that with new hours service regulations there is need for truckers to have places to park when they've reached the end of their day. Currently when there's no places for them to park they park along side of the freeway which isn't always safe for the public. They are currently working with Western States on partnering with information systems, such as phone applications, in hopes to share those locations electronically with truck drivers.

Chair Van Brocklin agreed with the splits and it seems to be thought through. There was no objections to this approach. The final program guidance will be shared with the Commission before it goes out.

Action:

None taken.



***Refocus of Area Commissions on Transportation (ACTs) and discussion with ACT Members
Agenda Item K***

The Commission reviewed the updated refocusing of the Area Commissions on Transportation activities in support of the Commission and ODOT and was asked for feedback.

Background:

The Commission heard a presentation on ACT engagement and were provided a report at their December meeting summarizing both the current role of the ACTs, as well as some initial recommendations on how to move forward (Attachment 1). The Commission directed staff to meet with each of the ACTs to share these draft recommendations and get ACT feedback.

Jerri Bohard, former Division Administrator for Policy, Data and Analysis, provided a presentation to the majority of the ACTs in collaboration with region staff who represent the agency and provide support with each ACT. All ACT members were provided the report given to the Commission as well as the Strategic Action Plan overview materials. While the conversations with the ACTs varied, they were framed around three key areas: (1) diversity of membership on the ACTs and what might need to change to meet the needs of their area from an Equity standpoint; (2) what areas of the Strategic Action Plan did they believe most benefitted from ACT engagement, and (3) how can Commission/ACT communications be improved. The following is a list of the key themes heard during those discussions, though generalized and not specific to any one ACT.

A. Equity

- a. Most ACT members believe they have a good understanding of the diversity/demographics of communities, and those that see a need to augment their membership are not sure how. They want a clear and relatable definition of equity;
- b. Many ACT members also identified specific membership areas such as freight, the elderly, and the disabled;
- c. They recognize Equity is a challenge, as an area can go from urban to agriculture and everything in between. This includes for any given ACT, perspectives of both social and economic equity;
- d. They expressed concerns over the ability to ensure newly invited individual members would have enough incentive or capacity to continue attending meetings; and
- e. Many see the work of completing *Area Strategies* as a way to address Equity needs – such as addressing needs to make the system accessible to all.

B. Agency Initiatives

- a. ACT members recognized that one of the key roles of their efforts was the importance of collaboration, not only among ACT members, but agency (region) representatives. This includes local initiatives, transportation projects undertaken by the region, and any other transportation related or operational initiatives or efforts that benefitted from a discussion and awareness at the ACT table;
- b. They do believe that many of the initiatives in the SAP could benefit from ACT input and participation, including any efforts that had a statewide impact;
- c. They expressed that awareness of any and all funding programs that support transportation would be important for the ACTs to understand;
- d. They are interested in having a better understanding of needs across the system, the impact of those needs, and how they differ, whether within parts of the ACT, across ACTs, or across the state.
- e. They wish to continue to engage in STIP development, throughout the process, and to gain a better understanding of final directions envisioned, and opportunities for coordination and collaboration; and
- f. They wish to continue or expand on weighing in on all transportation programs, plan updates, and major/mega projects (e.g., Rose Quarter, I-5 Bridge Replacement) around the state, for all modes of transportation, supported by the OTC and ODOT.

C. Communication

- a. ACT members are recognizing the benefits of technology and how it could help with engagement, not only with the public they represent, and membership, but sharing of information on efforts that the agency is engaging in; as well as a way that they hope the OTC or OTC members could engage on a more regular basis with the ACTs and ACT members.
- b. They would like to see regularly scheduled engagement with the OTC or Agency leadership; and would like to see a regular statewide gathering of ACT Chairs;
- c. They suggest that more ACT members should be represented in statewide committees and task forces; and
- d. They are interested in seeing a clear and consistent feedback loop established as decisions are made or being considered, helping them to understand the impact of their recommendations.

Next Steps and Recommendations:

Based on this ACT input, see Attachment 2 for revised recommendations. Pending OTC direction, the agency anticipates bringing back a finalized work plan in May.

Attachments:

- Attachment 1 – *ODOT's ACT Reset Recommendations Report (from December 01, 2020 meeting)*
- Attachment 2 – *ODOT's ACT Refocus Recommendations*

Presentation:

Cooper Brown gave a brief summary of what had been discussed with the Commission previously and that they want concurrence from the Commission that they are moving in the right direction. Jerri Bohard presented the [PowerPoint](#) with the ACT refocus discussions. Equity, ACT engagement, and communication were themes that Jerri heard. They recognized they need younger members on the ACT. There is a lot of interest in statewide initiatives. There was a lot of discussion on the benefit of technology to help with communications and want to see regular communication from the Director's office. They want a better understanding of why decisions are made by having feedback and including ACT members on advisory committees. Recommendations are ACT engagement Areas, Coordination and Communication with the ACTs, and Internal ODOT Improvements. They want to engage in equity, SAP, STIP, and area strategies. Coordination and Communication include: Commission liaison, annual virtual meeting, biannual in-person meeting, statewide gathering of ACT chairs, and collaboration of Region staff. They see a lot of value in meeting with their peers. Gary Farnsworth continued the conversation and noted his involvement with ACTs when he was an area manager and there was no hesitation to tie the area managers to the area commissions because the relationships that occur and the importance of it. It is being reinforced as a recommendation because he believes we can expand how we connect with the region and areas managers to other key people in the agency. Jerri continued the presentation. They are recommending a statewide coordinator to bring everything together. There would be beneficial for a communications liaison with a calendar of when the meetings are. Jerry believes there's a need to go back to the public and remind them about the ACTs since they've been around since 1995. Lindsay Baker is supportive of going back to the public and sharing information about the ACTs. Gary also added that, as a previous ACT member, he sees the benefit of keeping things organized by having a coordinator by helping keep things enforced and on track.

Discussion:

They will review feedback from the Commission and bring back a work plan as a consent item at the May OTC meeting. Chair Van Brocklin confirmed that ODOT is looking for feedback from the Commission at this time. He sees the ACTs as being very valuable in a critical communications mechanism. Communication has a local government overlay to it that you can see across the state. The pandemic and natural disasters have not been good for this program or communication broadly, due to reduced in-person communication. He believes we need to connect partners across the state; it is about getting information out, how we see the world today, and moving forward with the changing environment. Chair Van Brocklin wants to make sure it is useful to the people we are asking to be involved, since they are volunteers. It should be mutually beneficial and embrace where we are going while moving the agenda forward. Commissioner Brown believed the recommendations that are being made is what is being heard on the ground. To be successful as a state, even earmarking,

their needs to buy-in with the ACTs across the state. If the constituents understand how it impacts them and they can see the big picture, you will see embracement and letters of support. She mentioned that she told the ACTs the importance of prioritizing a list of shovel ready projects; with that we could move competitively in a grant situation across the state, not just the Portland area. Commissioner Brown agreed with the need to have a coordinator, but does not have the capacity to do it, but can attend the meetings and participate. Chair Van Brocklin agreed with Commissioner Brown's statement about buy-in. He noted that prioritizations will probably shift, but it would be great to have a list and know what is important to the different ACTs. Commissioner Smith thanked Jerri for lending her expertise and Gary for helping with the efforts because of his long history with the ACTs. She agreed with the approach/plan and agreed that communication is integral to making this work. We have learned that we can communicate in-person and reach more people with no travel time. She believes that it is critical that someone at the agency executive level oversees this project so that it doesn't get lost and it needs to have an agency level of importance as well as a high level of importance at the Commission. The Commission needs to commit to the ACT chairs and ACTs because they are volunteers and we need them to understand their importance. Vice Chair Simpson agreed with Commissioner Smith's point of keeping OTC engaged with the ACTs and Jerri's work with the ACTs. He knows the importance of going on the "road show" and seeing the ACTs and being face to face. Interactions will still be important and it needs to be continued, not just using technological devices, once it is safe to do so. Chair Van Brocklin echoed everyone's comments about Jerri's work with the ACTs and noted the importance of having the Commission meetings across the state and the valuable connections that are built with having the meetings in person. The Commission needs to make sure that the same message is being said across the state and that they are cohesive. He thinks it is really important to understand the regionalization, localization, and statewide priorities while keeping a common approach. There are a lot of changes happening within the agency, state, and world and he is excited to see what this looks like and working on it together. Cooper appreciated the feedback, it is very helpful. He proposed that they come back in May with tangible actions based off of the comments. He is thinking about ACTs in a broader way than initially, there is a real benefit to have connections at a staff level and between the ACTs. Cooper also noted, to Commissioner Brown's point, the importance of keeping the ACTs across the state connected and aware of priorities. He noted that it has become evident that there needs to be structure to make sure everything gets done, but not just by one person within ODOT. Jerri agreed that the Commissioner's comments align with what the ACTs are saying and that it will be fun to work on this during its next stage. Gary agreed that this process is mutually beneficial and it is important for us to communicate well, that communication is multi-way, and continuing to build trust is the foundation.

Action:

None taken.

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Continuous Improvement Advisory Committee (CIAC) Update
Agenda Item L

The Commission was asked to review and approve revisions to the CIAC Charter and membership list and provide recommendations on how to leverage the CIAC moving forward post Oregon Department of Transportation (ODOT) Strategic Action Plan (SAP) adoption.

Background:

Created by the Oregon Legislature as part of Keep Oregon Moving (HB 2017), the CIAC advises the Oregon Transportation Commission on ways to improve ODOT. CIAC recommendations inform required Commission reporting to the Oregon Legislature. The committee was established in March of 2018 and the OTC approved the group's original charter.

CIAC members serve two-year terms and are eligible for two consecutive terms. Term renewal was due March 2020 and postponed to March 2021 due to COVID-19.

In order to focus on ODOT's SAP priority and goals for social equity, climate, and funding, it is recommended that the CIAC change its membership to increase its expertise in these areas and fill vacant positions. (Attachment 1). These committee focal areas will be in addition to the charges put forth in HB 2017, namely helping develop agency Key Performance Measures, reviewing projects of greater than \$50 million dollars, and assisting the agency to make operational efficiencies. Based on these focal areas, staff have developed a draft 2021 CIAC agenda (Attachment 2).

Next Steps:

Upon OTC approval of proposed member changes, ODOT CIAC staff will schedule meetings and CIAC members will revise the committee's work plan, which will be brought back to the OTC for approval.

Attachments:

- Attachment 1 – *Proposed CIAC Members*
- Attachment 2 – *CIAC Draft 2021 Meeting Calendar*

Presentation:

Cooper Brown presented the [PowerPoint](#) on the CIAC updates. We are at a moment of changes to our organization and with the development of the Strategic Action Plan, the Agency needs to look at how CIAC is used, which was established from HB2017. Commissioner Smith is the Chair of the committee. They want the committee to have a great impact with the Commission and the Agency. Cooper went over the history of CIAC and the proposed focus areas. While following HB2017, they want to be a resource for ODOT and the Commission with the aggressive goals of the SAP. They proposed to shrink core membership and instead bring subject matter experts as needed. They also want to increase the meeting frequency to monthly with a narrowed focus. Commissioner Smith added that there were conversations with external CIAC members and incorporated their feedback to the restructure of more frequent meetings. They are trying to build on the work that was done earlier and accomplish the tasks from HB2017. Not all members are continuing, but they have been asked to be subject matter experts that they can call on when needed.

Discussion:

Commissioner Smith noted that earlier in the meeting it was suggested that CIAC have ADA on the agenda, but at this time they have a lot of items to review and will look to adding it to the agenda in

2022 or 2023. Chair Van Brocklin thanked Cooper and Commissioner Smith on all of their work and evolving the advisory group as things change. There were no comments on the timeline changes. Cooper summarized the membership changes. Chair Van Brocklin thanked the members for their work as they cycle off and he believes the proposed new members are great choices and he supports the slate. Vice Chair Simpson also supports the slate. Commissioner Brown thanked Commissioner Smith for her work on the committee. Chair Van Brocklin added that the work plan for CIAC will be coordinated with the OTC's schedule and topics. Commissioner Smith thanked Cooper for his hard work and great ideas that added to the conversation. Chair Van Brocklin thanked Cooper and Commissioner Smith for their hard work

Action:

Commission Vice Chair Simpson moved and Commissioner Brown seconded to approved the new CIAC roster, to take effect immediately. Commission members Vice Chair Simpson, Brown, Smith and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for break at 2:05pm and convened at 2:15pm.

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Delegation Order
Agenda Item M

The Commission was requested to approve the revised delegation order to add new delegations of authority from the OTC to the Oregon Department of Transportation (ODOT) that better align with OTC expectations of roles and responsibilities.

Background:

At the May 2020 OTC meeting, Commissioners made clear their desire to review the roles and responsibilities of both the Commission and the department to ensure that the Commission has the ability to provide strategic vision and direction to the department and not be bogged down in programmatic decisions more appropriate for ODOT leaders and staff.

Since May, ODOT staff have identified additional delegations that reduce redundancy and align with this Commission direction of placing programmatic and project management decisions with the department. The agency proposes two additions to the existing delegation order (Attachment 1, proposed delegations bolded), as described below.

ODOT anticipates bringing back additional recommended delegations for Commission consideration on a somewhat regular cycle, as they come to light through the agency's many ongoing work efforts.

Recommended Delegations:

State Highway All-Terrain Vehicle Accessibility

In 2017, the Oregon Legislature passed Senate Bill 344, creating a process to designate sections of state highway to be open to ATV use. The process involves Oregon Parks and Recreation Department (OPRD) and Oregon Department of Transportation (ODOT) working with the ATV

Highway Access Advisory Committee to receive applications for sections of highway, review the proposal, and make a recommendation to Oregon Transportation Commission (OTC). Currently, the OTC makes the final decision to designate a section of state highway as open to ATV use. This delegation would allow the ODOT Director (or his delegate) to approve designation of these portions of state highway for ATV use, consistent with the remainder of the process described above.

State Agency Coordination and Approval of Land-Use Compatibility

OAR 731-015-0075(7), commonly referred to as the State Agency Coordination or SAC rule, requires that the OTC or its designee adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties when it grants design approval for a project. The rule requires that the Department obtain all other land use approvals and planning permits prior to construction in addition to requiring that notice of the decision be mailed out to all interested parties.

The Department proposes that the OTC delegate adoption of findings of compatibility with acknowledged comprehensive plans of affected cities and counties to the Director, as described in OAR 731-015-0075(7), when the project is consistent with a previous OTC-adopted facility plan.

Per OAR 731-015-0065, which defines the process for approving facility plans, ODOT must involve stakeholders and work with affected local jurisdictions to ensure any facility plan is consistent with both statewide planning goals and applicable acknowledged local comprehensive plans. If conflicts are identified, the department must meet with the local jurisdiction to resolve the conflicts during the facility planning process through options provided in the administrative rule. As part of facility plan adoption, the department evaluates, writes and presents findings of compatibility with both statewide planning goals and local comprehensive plans. These include descriptions of all conflicts that were identified through the process and how they were resolved. Per rule, these facility plans must be reviewed and adopted by the OTC.

Since the OTC will have provided findings of compatibility on any project with an approved facility plan, it is redundant for the Commission to again provide findings of compatibility as part of the State Agency Coordination process. As such, the department recommends the Director be delegated the authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with an OTC-adopted facility plan would still come to the OTC for review in order to ensure all SAC agreement requirements are met.

Attachments:

Attachment 1 – *Delegation Policy*

Presentation:

Cooper Brown gave a brief summary of delegations that were made in May of 2020. They believe that the new delegation requests reduce redundancy and align with the Commission's direction to place programmatic and project management decisions with the department. The agency proposed two delegation changes. Cooper noted that they anticipate bringing back additional delegation recommendations for Commission consideration on a somewhat regular cycle, but will bundle them so that they aren't brought to every meeting. The two proposed delegations are all-terrain vehicle designations and land-use compliance. Cooper went over in 2017 SB344 was passed that designated parts of the State's highway to be designated for ATV use. Cooper went over the process and noted

that OTC currently makes final determination but believes it makes sense for this approval to be delegated to the Director. Cooper went over the land-use compliance OAR731-015-0075, commonly known as SAC rule. The department proposed that the OTC delegate adoption of finding the compatibility with acknowledged comprehensive plans of affected cities and counties to the Director of ODOT as described in the OAR. When the project is consistent with a previous OTC facility plan, the process for approving them involved ODOT turning to stakeholders and working with affected local jurisdictions to ensure any/all facility plans are consistent with statewide planning goals and applicable local comprehensive plans. If conflicts are identified the agency must meet with local jurisdictions to resolve the conflict during the facility planning process through processes outlined in the OAR. Since the OTC will have provided finding of compatibility with projects that have an approved facility plan, the agency finds it redundant for the Commission to provide findings of compatibility again as part of the SAC process. The department recommends that the Director be delegated authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with OTC adoption facility plan would still come to the Commission for review to ensure all SAC requirements are met.

Discussion:

Commission Chair Van Brocklin wanted additional information and asked if there's a centralized place that this occurs within the Agency, what is their experience level, and is their capacity to involve a guest from the DOJ so that the findings are good from a legal perspective? Cooper answered that the project teams typically do the work but the legal counterparts are involved to ensure there is compliance. There's a comprehensive internal process to ensure all requirements are met and include DOJ to make sure the agency is in accordance with the law. DOJ was involved in the proposal.

Action:

Commissioner Smith moved and Commissioner Brown seconded the motion to adopt the two delegation order changes. Commission members Smith, Brown, Vice Chair Simpson and Chair Van Brocklin unanimously approved the motion.

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Consent Items
Agenda Item N

1. Approve the minutes of the January 21, 2021 Commission meeting.
2. Confirm the next two Commission meetings:
 - Thursday, May 13 virtual Commission meeting.
 - Thursday, July 15 virtual Commission meeting.
3. Approve the following Oregon Administrative Rules:
 - a. Adoption of 734-060-0110, 734-060-0120 and the amendment of 734-059-0015, 734-059-0100, 734-059-0200, 734-059-0220, 734-060-0000, 734-060-0105, 734-060-0175, 734-060-0180 relating to the Outdoor Advertising Sign Program. Attachment; rule text

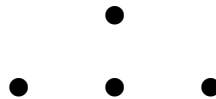
ADVANCE COPY ~ SUBJECT TO REVISION

changed after notice was filed.

- b. Temporary adoption of 735-018-0170 and amendment of 735-062-0060, 735-062-0125 relating to online driver license, driver permit and identification card renewals.
 - c. Temporary amendment of 735-046-0010, 735-046-0030 relating to surrender of custom registration plates.
 - d. [Amendment](#) of 734-082-0040 relating to the extension of allowed load length for motor carriers.
 - e. [Amendment](#) of 740-015-0040 relating to online PIN numbers for Oregon Trucking Online.
 - f. [Amendment](#) of 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, 740-100-0100, 740-110-0010 relating to the annual readoption of Federal Motor Carrier Safety Regulations.
4. Approve the summary of financial charges incurred by the Director for the fiscal year ended June 30, 2020.
 5. Accept the ODOT internal audit report 21-01 on the architectural and engineering (A&E) procurement process.
 6. Accept the ODOT internal audit management letter 21-01 on the change in composition of ODOT's liquidated debt between fiscal years 2019 and 2020.
 7. Approve the 2020 Oregon Transportation Safety Performance Plan – Annual Evaluation.
 8. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program to add a new project, Interstate 84: Cascade Locks-Pendleton and Interstate 82 sign upgrades. The project is in Hood, Wasco, Sherman, Gilliam, Morrow, and Umatilla Counties and is being administered by Region 5. The total estimated cost for this project is \$9,500,000.

Action:

Commissioner Brown moved and Commission Vice Chair Simpson seconded to approve, en bloc, consent items 1-8 as listed. Commission members Brown, Smith, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.



Chair Van Brocklin adjourned the meeting at 2:40 p.m.

Form B. Public engagement and non-discrimination certification for projects submitted to the 10-year regional transportation investment strategy (2018-27 implementation)

2018 Regional Transportation Plan call for projects

Background and purpose

Use of this checklist is intended to ensure sponsors of projects seeking inclusion in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe):

- *if project development completed*, have performed project level public engagement, including identifying and engaging historically marginalized populations, and analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents
- *if project development not completed*, attest to the intent to perform project level public engagement, including identifying and engaging historically marginalized populations, and analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Use this form (Form B) to certify each project submitted for the 10-year investment strategy (2018-27 implementation).

See also **Form A, Public engagement and non-discrimination certification checklist for transportation system, subarea, topical, modal, and transit service plan or strategy development** for certification of projects not anticipated to be included in the 2018 RTP 10-year investment strategy (implementation in the 2018-27 timeframe) and to seek state or federal funding may be done through a certification of the related local transportation system, subarea, topical, modal or transit service plan or strategy.

Metro is required to comply with federal (USDOT, FTA and FHWA) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the Regional Transportation Plan itself may be found to be out of compliance, requiring regional corrective action.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions For projects submitted to Metro for consideration for the 2018 RTP 10-year investment strategy, applicants must complete this certification, comprising the project development checklist (section A), summary of non-discriminatory engagement (section B) and certification statement (section C).

Project sponsors should keep referenced records on file in case of a request for information. Records should be retained until the submitted projects have been completed or removed from the Regional Transportation Plan, plus six years. Retained records do not have to be submitted unless requested by Metro, state regulators or federal regulators.

Forward questions regarding this checklist to the Civil Rights program manager, Clifford Higgins at clifford.higgins@oregonmetro.gov or 503-797-1932.

A. Checklist

This part of the checklist is provided in past tense for projects that have completed project development. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- ☐ At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

Yes, we have public engagement plan (attached).

- ☐ During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

Yes, we have demographic assessment for PI, analysis for EA (attached).

- ☐ Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

Yes. Examples are included in Appendix B of engagement report

- ☐ Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

All public documents include Title VI/ADA statement and are 508 compliant and we will continue to do this.

- ☐ Throughout project development, timely and accessible forums for public input were (shall be) provided.

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

Yes. Final engagement summary contains this for July 2020-Oct 2020. Website includes EMAC meetings results, newsletters describe ongoing opportunities.

- ☐ Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

Retained records: list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

Yes, mailing lists for partner and committee distributions and GovDelivery mailing list is retained. Communications are saved to project SharePoint, database or engagement summary report.

- ❑ Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: *description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)*

Yes, Equitable engagement plan describes activities; engagement summary and engagement evaluation describe effectiveness of these efforts. CBO mailing list is maintained for communications.

- ❑ Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: *description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)*

Yes, comments from marginalized groups are sought and elevated for consideration; impacts analysis is ongoing.

- ❑ There was a finding of inequitable impact for people of color, people with limited English proficiency or people with low income compared to those for other residents.
Submitted records: for a finding of inequitable impact*, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.

*This form uses the term “inequitable impact” to encompass FHWA guidance on disproportionately high and adverse human health or environmental effects and a “benefits and burdens” analysis (see [FHWA Order 6640.23A](#) and the [FHWA Environmental Justice Resource Guide](#)) as well as FTA guidance on disparate impacts on minority populations and disproportionate burdens on low-income populations (see [FTA Circular 4702.1B](#)).

- ❑ Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.
Retained records: *summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)*

Comments to early engagement in summer 2020 were included in final engagement report. There are additional opportunities in Fall 2021 and after the Environmental Assessment is released in spring 2022.

- ☐ Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

B. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development not completed, the public engagement plan for this project *or* agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

C. Certification statement

_____ (agency) certifies the information provided on this checklist is accurate.

As attested by:

(agency manager signature)

(name and title)

(date)

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, September 24, 2021
To: TPAC and Interested Parties
From: Caleb Winter, Senior Transportation Planner
Subject: 2021 Transportation System Management and Operations (TSMO) Strategy Draft

Purpose: Discuss the update of the region's TSMO Strategy at this milestone of sharing a draft for public comment.

Metro, ODOT and regional partners collaborate to effectively and efficiently manage and operate roads, transit, freight, active transportation and more in greater Portland. These efforts are guided by the Transportation System Management and Operations (TSMO) strategy. In 2010, the region's first TSMO strategy laid the groundwork for agencies to coordinate cost-effective investments like smarter signal timing, traffic incident response and traveler information. Since 2010, much has changed in technology, in the way people get around and in the greater Portland region.

The Draft 2021 TSMO Strategy offers a renewed vision and goals to guide the next ten years. The Draft 2021 TSMO Strategy focuses on implementing the 2018 Regional Transportation Plan priorities of safety, equity, climate and congestion relief by setting goals for eliminating disparities in transportation and providing reliable travel choices that allow everyone to travel safely.

The Project Management Team and the lead consultant from Fehr & Peers will present specific areas of the Strategy and welcome questions and input from TPAC.

Public comments are welcome through October 25, 2021 at oregonmetro.gov/tsmo

Please read the 2021 TSMO Strategy draft for more on the planning process, equity focus, strategy elements and a list of Stakeholder Advisory Committee members.

If you have any questions or comments, please contact me by email, caleb.winter@oregonmetro.org.

Public Comment Draft
September 2021

**2021 Transportation Systems
Management & Operations (TSMO) Strategy**
Portland Metro Region



Metro

FEHR & PEERS

This document is best viewed when downloaded and opened in Adobe Acrobat Reader.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation

in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call **503-797-1536**.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call **503-797-1700** or TDD/TTY **503-797-1804** (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

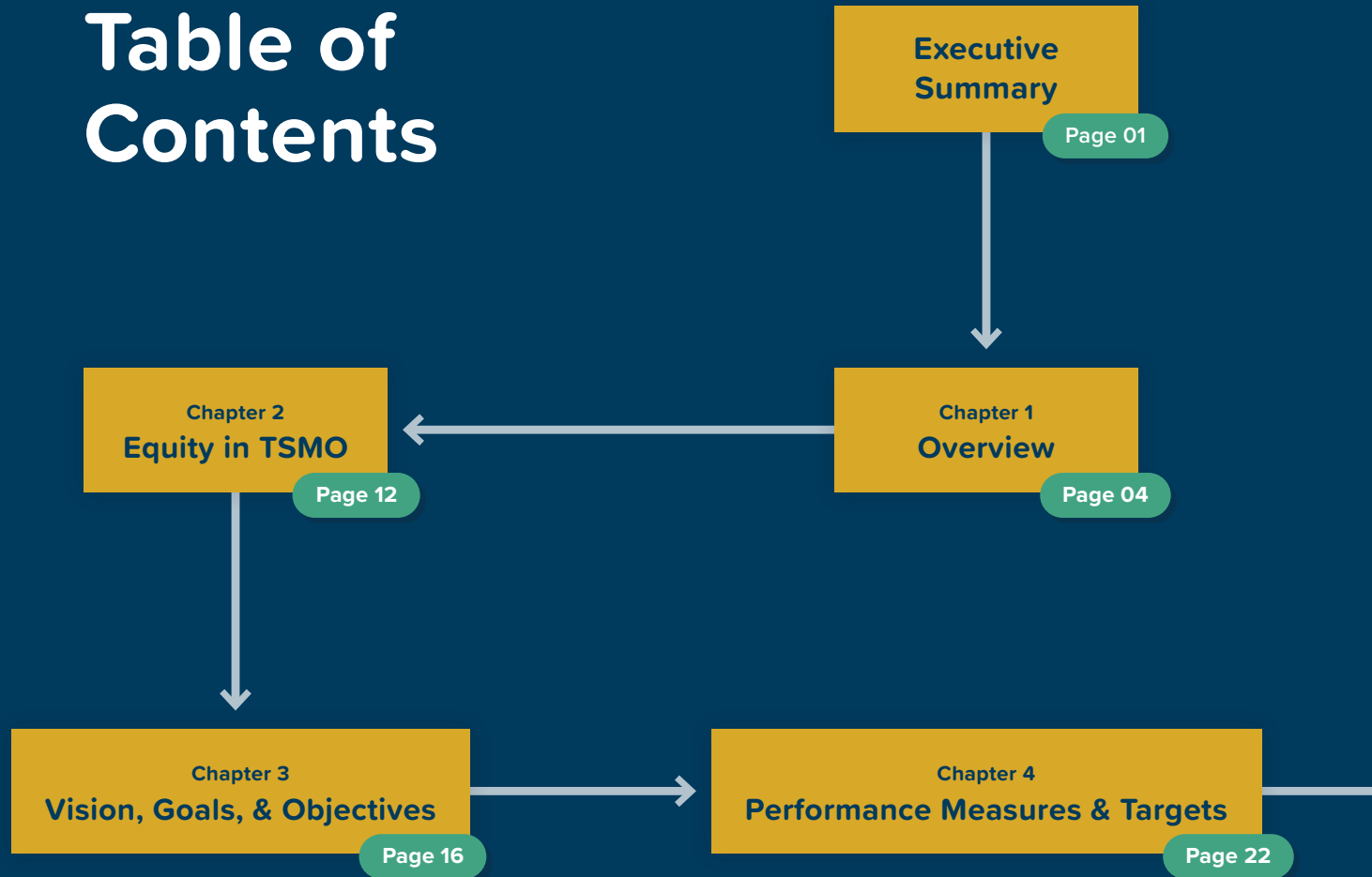
The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a

well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project website:
<https://www.oregonmetro.gov/tsmo>

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

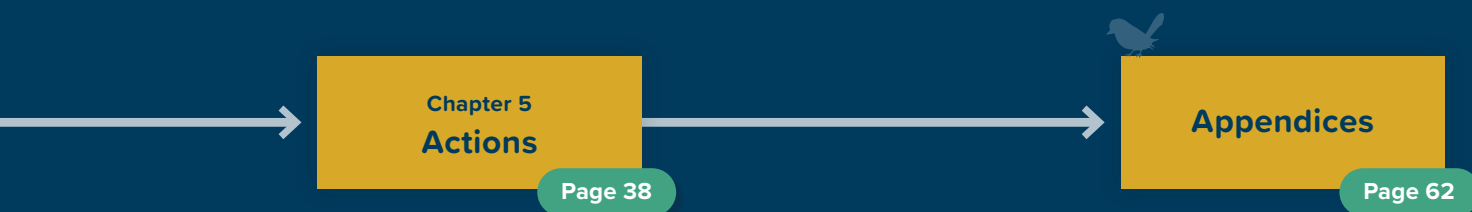
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For operators of greater Portland's roads, highways, transit, shared-use mobility services, freight and active transportation facilities, this TSMO Strategy will bolster partnerships to achieve a shared vision.

With increased coordination, we will effectively and efficiently manage publicly funded transportation assets, optimize operations for reliability, innovate through technology research and advance the Regional Transportation Plan policy priorities.

The actions in this strategy will help people connect to more transportation options that are equitable, safe, reliable and climate-friendly.



Draft Executive Summary

Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color, and people with low incomes.



What is TSMO?

This transportation systems management and operations (TSMO) strategy is an innovative, holistic, multimodal, and cost-effective approach to managing the region's transportation system. An effective TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates.



Process

This Strategy's Vision and Goals define what the transportation system in the region should provide. The Objectives define how progress towards the desired outcomes will be achieved over the next 10 years, while Performance Measures and Targets define how progress will be measured. Lastly, the Actions present time constrained and achievable actions needed to achieve the Goals and Vision.



Equity

This Strategy is rooted in equity with both Goals and Objectives that aim to correct past disparities and burdens experienced by Black, Indigenous, people of color, and people with low incomes. The Strategy planning process began with an equity focus, developing an assessment tool called the Equity Tree that will now apply to TSMO decision making in the region for years to come. The Equity Decision Tree is a tool for widening perspectives from "solving congestion" to "solving disproportional impacts of congestion and transportation" by including the context, choices, and voices that lead to well-defined problems, solutions and is accountable for outcomes.

Goals



Free From Harm

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



Collaboration & Partnerships

Collaborate as effective stewards of the transportation system.



Eliminate Disparities

Eliminate the disparities in the transportation system experienced by Black, Indigenous, people of color, and people with low incomes



Prepare for Change

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



Reliable Travel Choices

Provide a transportation system that is reliable for all users.



Connected Travel Choices

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

Performance Measures

- Vehicle Miles Traveled (VMT) per Capita
- Number of Crashes by Severity
- Buffer Index
- Agency Collaboration & Communication Events
- System Connectivity
- Targeted TSMO Investments
- Timely Traveler Information



Beaverton, OR



Chapter 1

Overview

TSMO focuses on making the most of the existing system.

A Strategy that supports a systems approach must build on existing efforts, align with other regional efforts to manage the transportation system and move the region towards desired outcomes.

1.1 Metro

Metro works with communities, businesses and residents in the Portland metropolitan area to chart a course for the future while protecting the things we love about the place. The region has experienced consistent growth in population, jobs, and housing in the last decade. As the region grows, it brings an influx of new ideas, new opportunities, and new technology, but this growth also strains our transportation system. As the federally designated Metropolitan Planning Organization (MPO)

for Washington, Multnomah, and Clackamas counties, Metro is tasked with coordinating and planning the transportation system for the area. Metro's elected Council engages community to develop transportation policy that lead to strategies for on expanding transportation options, making the most of existing streets, and improving public transit services, efforts aligned with the goals of TSMO.

1.2 What is TSMO?

TSMO is making the most of what we have, to make the system more efficient and effective for users.

TSMO is a way for transportation professionals to be good stewards of the

transportation system by managing and operating the system as efficiently and effectively as possible. TSMO strategies provide alternatives to chasing capacity growth by continuously building more lanes, miles of roadways, and larger intersections. Instead, TSMO aims to get

the most out of the existing system by managing demand, improving business practices and collaboration across jurisdictional boundaries, using technology to measure and manage transportation operations and track progress towards regional goals.

✔ TSMO is...



A holistic systems approach



A broad set of strategies



Innovative, cost-effective solutions

✘ TSMO is not...



Large and costly construction projects

1.3 Who is Responsible for TSMO?

Metro partners with the Oregon Department of Transportation (ODOT), counties, and cities in the Portland region to create a TSMO strategy that establishes a shared set of goals, objectives and actions that will advance TSMO in the region.

When it comes to implementing TSMO strategies it is the responsibility of the agency that owns and operates the system to complete the actions outlined in the regional plan. On state owned roadways, ODOT is responsible for implementing TSMO strategies while responsibility for implementing these strategies on local roadways lies with the City or County. Transit operators, Washington State partners, federal partners and Metro also have roles and responsibilities through TSMO implementation.

Transportation Planning Rule (TPR)

OAR 660.012, the Oregon's Transportation Planning Rule (TPR), stipulates that coordinated land use and transportation plans should increase transportation choices and make more efficient use of the existing transportation system through transportation system management and demand management measures. This approach is the core goal of TSMO.

Many of the transportation plans and strategies within the region include TSMO-related actions and strategies. These plans, developed by Metro and their partner agencies, were used to inform the 2021 TSMO Strategy. Specifically, these plans were used a source for developing goals and actions that are consistent with ongoing efforts across the region.

Transportation Policy Alternatives Committee (TPAC):

TPAC reviews area plans and advises area leaders on transportation investment areas and policies. The group consists of technical staff from several local governments, agencies, and community groups. The goals of this group are well aligned with

TSMO, as they advise elected officials on policies and projects that will help the region be better stewards of the transportation system.

TransPort

TransPort is a subcommittee of Metro's Transportation Policy Alternatives Committee (TPAC). The group is charged with advancing the TSMO Strategy and providing a forum for cooperative planning and deployment. Broad TransPort participation is encouraged. Core membership consists of seven agencies:

- » ODOT
- » TriMet
- » Metro
- » Clackamas County
- » Multnomah County
- » Washington County
- » City of Portland

This group, comprised primarily of transportation system operators and engineers who play a key part in coordinating and advancing TSMO in the region.

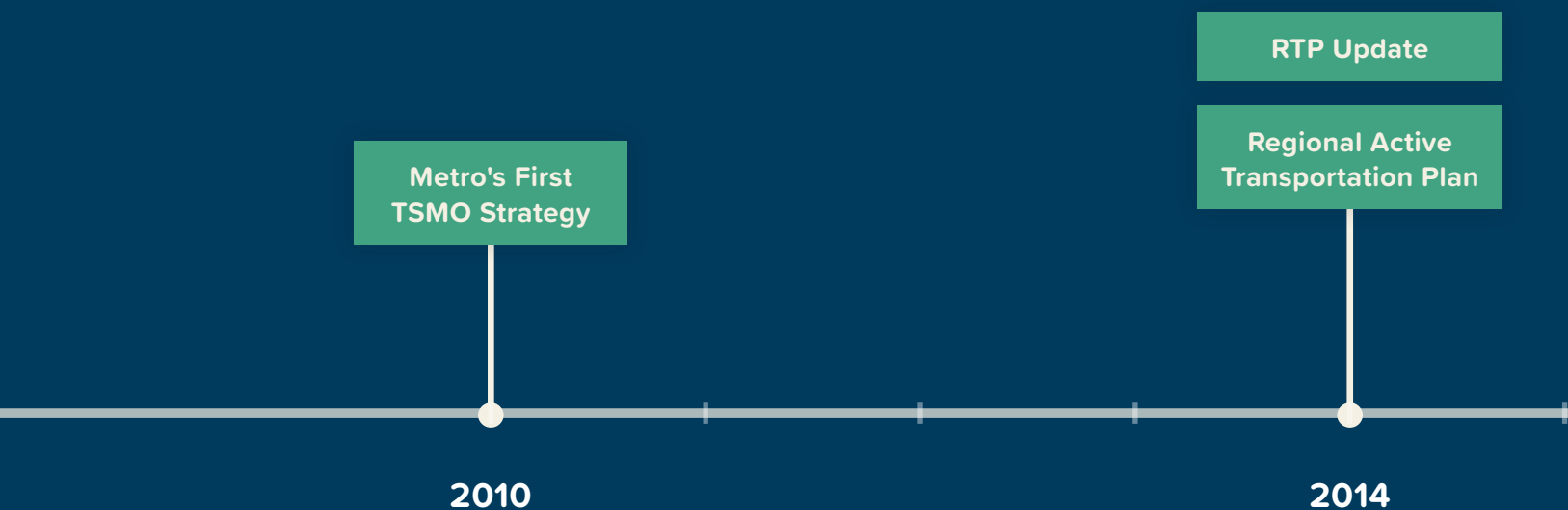
Multidisciplinary

TSMO participation is multidisciplinary, and requires collaboration across several disciplines, including planners, engineers, emergency responders, demand management specialists, operators, and maintenance professionals. Through the TSMO project development process, these disciplines will each fill different role. Regardless of the stage of the overall TSMO strategy, each role remains engaged to ensure the successful implementation of the plan, or to help redirect the progress to a more successful conclusion.

1.4 History of Regional TSMO Planning

TSMO is not new to the Metro region. The first TSMO Strategy was developed in 2010. Over the last 10 years goals identified in that plan have been supported by other planning efforts including the 2018 Regional Transportation Plan (RTP), Metro's Safety

Strategy, and ODOT's TSMO Performance Management Plan. The timeline below depicts the history of TSMO planning in the region and identifies key plans that inform and support this Strategy.



2010: Metro's First TSMO Plan

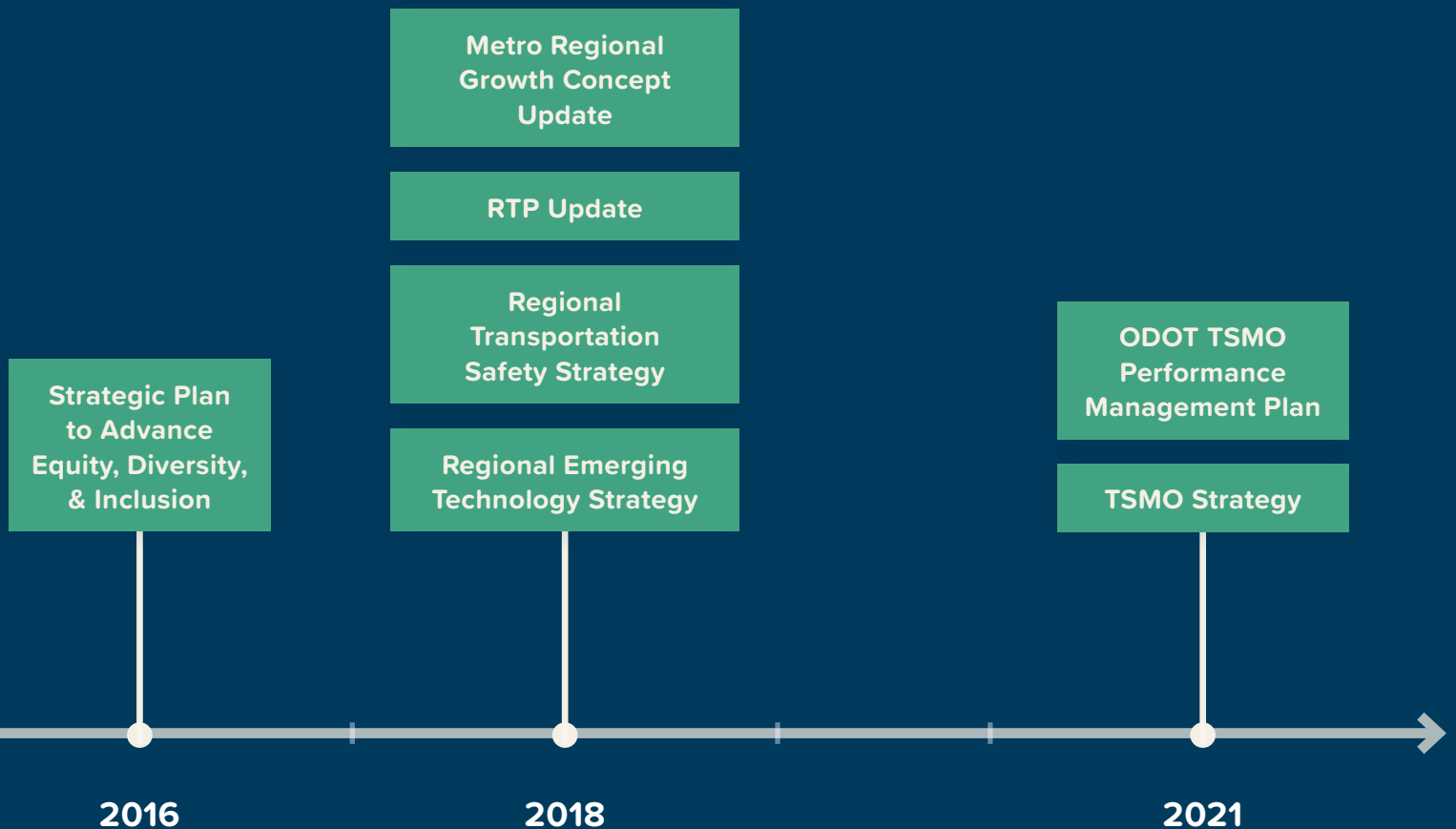
This plan established the region's first TSMO goals and guiding principles and resulted in a list of projects ranging from ITS to travel demand management projects, which the region has implemented between 2010 and 2020. A summary of projects included in the 2010 TSMO Plan can be found in **Appendix A**.

» **Reliability:** Provide reliable travel times for people and goods movement.

» **Safety & Security:** Enhance transportation safety and security for all modes.

» **Quality of Life:** Enhance the environment and quality of life by supporting state and regional greenhouse gas reduction and air quality goals.

» **Traveler Information:** Provide comprehensive multimodal traveler information to people and businesses.



2018: RTP Update

The plan is an outcomes-based framework and identifies the following desired outcomes:

- » **Equity:** The benefits and burdens of growth and change are distributed equitably.
- » **Vibrant Communities:** People live, work, and play in vibrant communities where their everyday needs are easily accessible.
- » **Economic Prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- » **Clean Air and Water:** Current and future generations enjoy clean air, clean water, and healthy ecosystems.
- » **Climate Leadership:** The region is a leader in minimizing contributions to global warming.

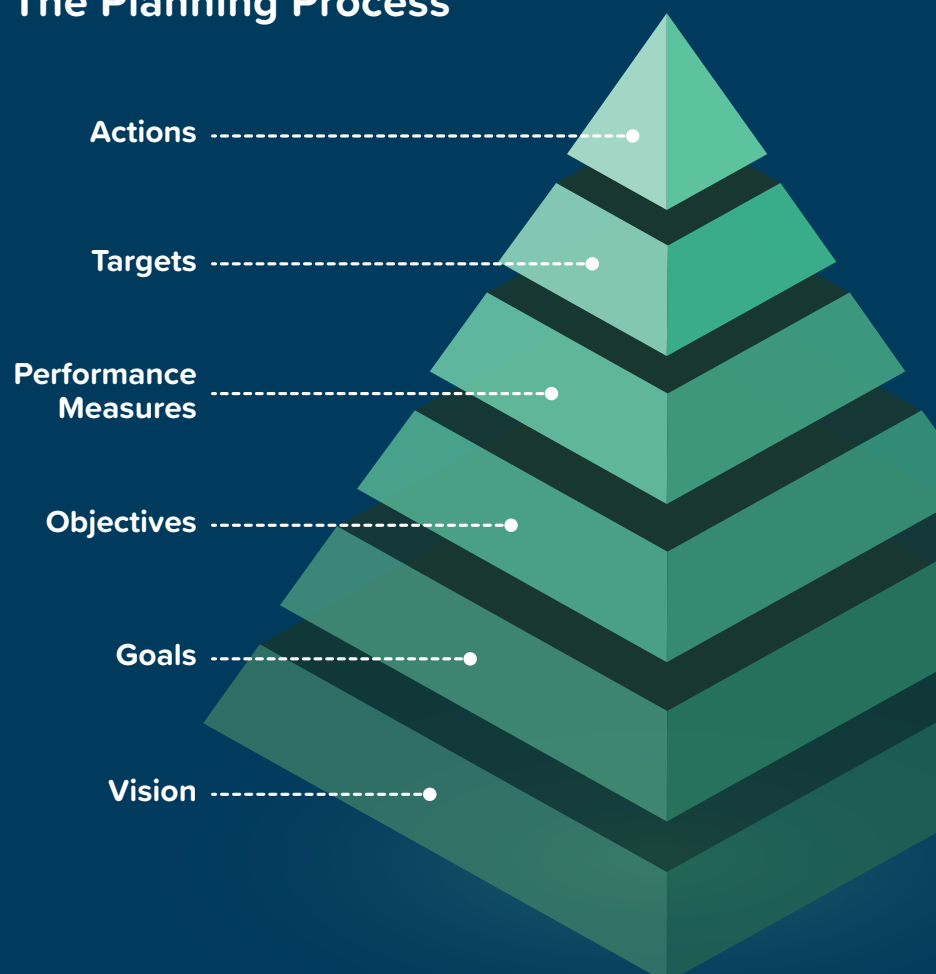
1.5 2021 TSMO Strategy

The 2021 Strategy update created an opportunity to engage a more diverse set of stakeholders and expand the TSMO focus to address the disproportionate impacts of the transportation system on Black, Indigenous, people of color, and people with low incomes.

The 2021 TSMO Strategy is a joint collaboration between Metro and ODOT and benefited from input provided by a diverse set of stakeholders through the Stakeholder Advisory Committee (SAC). The SAC was made up of individuals representing various agencies, community based organizations, and the community at-large. For a full list of SAC members, see **Appendix B**.

The planning process used to create the 2021 TSMO Strategy is shown in Figure. This process allowed for input from the SAC and other leadership groups in the region including the Transportation Policy Alternatives Committee (TPAC) and TransPort at the key milestones shown to the right.

The Planning Process



Vision & Goals

The vision for the 2021 TSMO Strategy is an aspirational statement that defines what TSMO should achieve over the life of this strategy. The goals provide strategic direction for collaboration and investments decisions to make progress towards the vision. The priorities and needs that shape the vision and goals for the 2021 TSMO Strategy were shaped by considering three key questions about the region's transportation system:



What do we want to protect?



What do we want to create?



What do we want to avoid?

Objectives

Objectives clarify what each goal should achieve. The 26 objectives in this Strategy are specific, measurable, actionable, and realistic. Over the life of this Strategy, Metro and their partner agencies will track progress towards these objectives and make changes to ensure progress is made.

Performance Measures and Targets

To track progress towards the vision and goals, Metro and their agency partners will rely on the performance measures and targets that have been developed for this Strategy. Throughout the life of the Strategy, the performance measures will indicate how successful the actions are at moving the region towards the vision for the transportation system, including progress on many RTP performance measures.

Actions

The Actions for this Strategy map how the vision and goals will be achieved over the life of this Strategy. Actions presented in this Strategy reflect input from partner agencies and key stakeholders. Each Action also includes a timeline for achievement and who will track and report on progress over the next 10 years.



Oregon City, OR



Chapter 2

Equity in TSMO

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

— *Metro's Strategic Plan to Advance Equity, Diversity, & Inclusion.*

Equity in transportation means improving equitable outcomes by creating a transportation system that removes barriers and eliminates disparities faced by Black, Indigenous, people of color, and people with low incomes. By defining TSMO solutions through an equity lens, this Strategy will focus solutions on those most impacted by the negative impacts of the transportation system and improve transportation equity in the region.

TSMO strategies and implementation have historically been focused on reliability, safety, traveler information, and congestion management. While these elements have not been forgotten in this Strategy, the Metro region has recognized that equity implications should be incorporated into all of their transportation planning efforts.

In 2016 Metro published their Strategic plan to advance racial equity, diversity and inclusion. This guiding document establishes racial equity “as the approach to ensure that all people who live, work and recreate in the Portland region have the opportunity to share in and help define a thriving, livable and prosperous region.... By addressing the barriers experienced by all of their people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups.” This approach influenced the vision, goals, and projects included in the 2018 RTP update and served as the foundation of the equity focus woven throughout this Strategy.

So how can TSMO address equity issues? The first step is reframing the discussion from focusing on the problem locations, to who is being affected by the problems and how solutions can remove barriers for the people that are most burdened. Instead of jumping straight into identifying congestion bottlenecks and solutions to fix them, instead we should ask whether there are certain groups who bear the greatest burden of congestion, do they have access to other reliable modes of travel, and what solutions do they say would be most helpful?

These questions were the basis for creating the Vision, Goals, Objectives, Performance Measures, Targets, and Actions that make up this Strategy.

Navigating the Equity Tree

- 1 Start at the root and **define a problem**
- 2 Follow the branches and leaves of the through the Plans level to **identify keys** to solving a problem
- 3 Continue through the Strategies level to **develop a solution step** to a problem
- 4 At the tree top, **evaluate and refine** actions, being accountable to the result

Why Equity?



More than **1 in 10** Americans have a mobility disability such as serious difficulty walking or climbing stairs.



People who are Black, Asian, Native American, Pacific Islander or Latino-origin are **4 times more likely** to rely on transit for their work commute than people who are White.



Households in the bottom 90% income bracket spend **twice the amount on transportation** than households in the top 10% income bracket spend each year

Pedestrian Fatality Rates



Households Without a Car



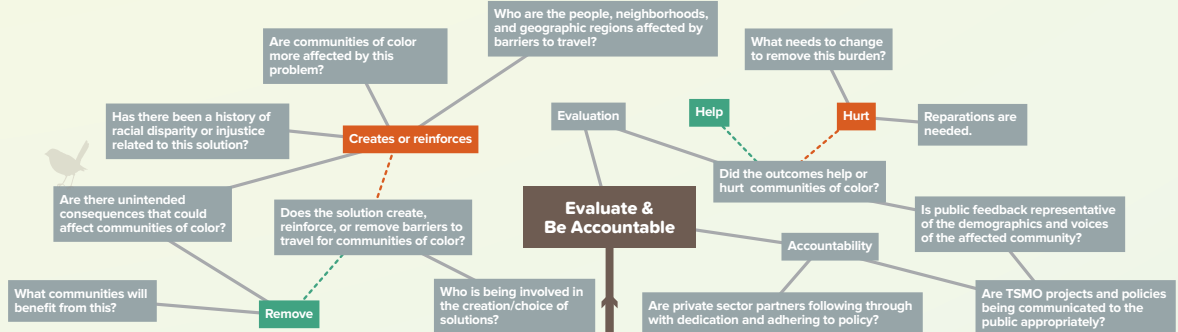
Sources: Smart Growth America; Centers for Disease Control and Prevention; Census; Treasury

TSMO Equity Tree

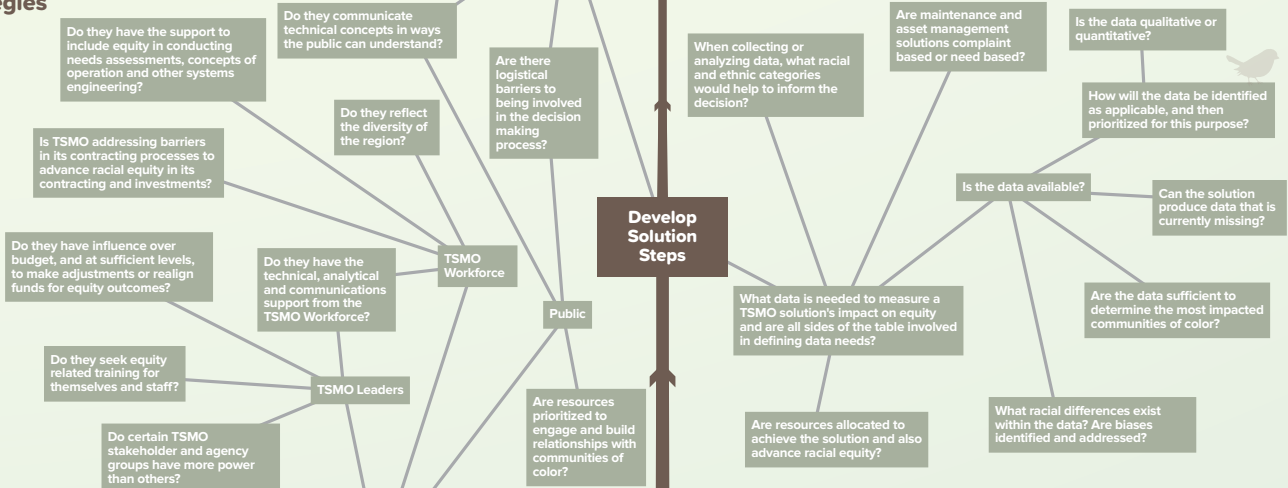
oregonmetro.gov/tsmo

As a user moves up the tree from root to branches, they **1** define the problem, **2** identify keys to solving the problem, **3** develop a solution, and then **4** evaluate and refine the actions to be accountable for the result.

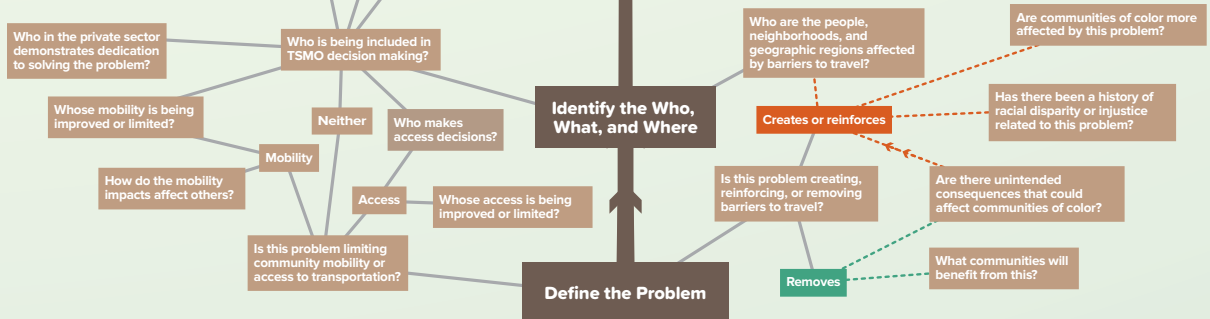
Actions



Strategies



Plans



Context

What are the transportation disparities or inequities that exist in the context of TSMO that affect quality of life?

Choices

How can TSMO affect transportation choices broadly and meet individual needs in historically marginalized communities, expanding access to economic, health and recreational opportunities?

Voices

Who is voicing a problem and related impacts? What steps follow regional efforts to build capacity to meaningfully participate, that include people without formal organization or influence?



Portland, OR



Chapter 3

Vision, Goals, & Objectives

Vision, Goals, and Objectives illustrate what the Transportation System we desire to create looks like.

The Vision for the future of the greater Portland region's TSMO strategy was created by asking three questions: What do we want to protect? What do we want create? What do we want to avoid? Together the Vision, Goals, and Objectives illustrate what the transportation system should look like. This is the system the region wants to move towards over the lifetime of this Strategy.

More information on the development of the Vision, Goals, and Objectives is included in **Appendix C**.

3.1 The Vision

The vision for the Strategy is an aspirational statement that defines what implementation of the Strategy should achieve over the next ten years.

Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color, and people with low incomes.



3.2 Goals & Objectives

The six goals for the Strategy provide strategic direction for collaboration and investment decisions that will result in progress towards the Vision. These goals will move the region towards a transportation system that travelers can use without harm, that provides access for all travelers, reflects the needs and desires of all voices, and that allows travelers to access and choose different modes when traveling.

Each goal has a set of objectives that reflect collaboration with the SAC. These objectives define how the region will achieve the six goals.

1. Free From Harm



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

Objectives

- 1.1** Manage the transportation system to reduce negative health impacts so that public health risk does not adversely affect people's mode choice.
- 1.2** Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.
- 1.3** Provide a transportation system where human error does not result in serious injury or loss of life.
- 1.4** Ensure people of color and low income individuals can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.

2. Regional Partnerships & Collaboration



Collaborate as effective stewards of the transportation system.

Objectives

- 2.1** Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 2.2** Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 2.3** Collaborate with and educate travelers.
- 2.4** Improve interagency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.

3. Eliminate Disparities



Eliminate the disparities in the transportation system experienced by Black, Indigenous, people of color, and people with low incomes.

Objectives

- 3.1** Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.
- 3.2** Identify and correct disparities when planning, operating, and maintaining the transportation system (e.g., transit access, GHG exposure, allocation of funds).
- 3.3** Identify and increase awareness of the unique travel experiences of people of color and low income individuals.
- 3.4** Reduce the transportation cost burden experienced by Black, Indigenous, people of color, and people with low incomes.

4. Connected Travel Choices



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

Objectives

- 4.1** Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
- 4.2** Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
- 4.3** Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
- 4.4** Increase availability and accessibility of low-cost transportation options for low income individuals and people of color.

5. Reliable Travel Choices



Provide a transportation system that is reliable for all users.

Objectives

- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 5.2** Expand travel time reliability improvements for people of color and low income individuals burdened with long travel distances.
- 5.3** Manage critical freight corridors to create reliable routes for freight movement between key destinations.
- 5.4** Communicate expected changes in reliability so that travelers can make informed travel choices.

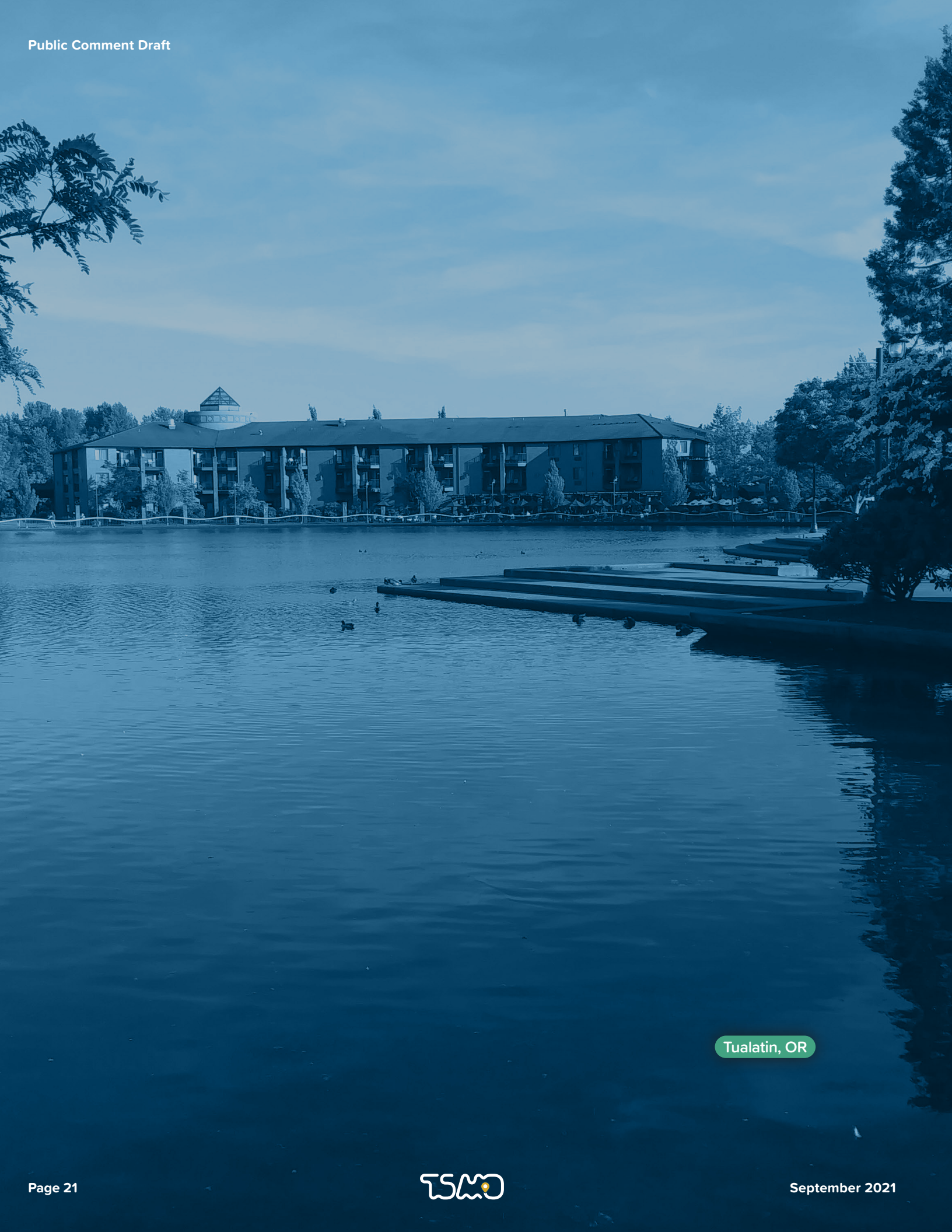
6. Prepare for Change



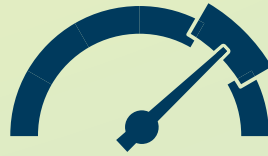
Manage the system to be agile in the face of growth, disruptions, and changing technology.

Objectives

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



Tualatin, OR



Chapter 4

Performance Measures & Targets

Seven performance measures were identified that will be used to measure progress toward the Strategy's Goals & Objectives. These measures are:

- Vehicle Miles Traveled (VMT) per Capita
- Number of Crashes by Severity
- Buffer Index
- Agency Collaboration & Communication Events
- System Connectivity
- Targeted TSMO Investments
- Timely Traveler Information

More information on the development of these Performance Measures and Targets are included in **Appendix D**.

Vehicle Miles Traveled (VMT) per Capita

A measure of the average number of auto miles driven per person.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Regional VMT per Capita measures how much travelers are driving in the region.

- » The measure is related to air toxins and greenhouse gas emissions, but does not account for vehicle electrification. Historically, VMT responded to land use context and economic changes (as the economy grew, so did VMT). However, as gas prices rose in 2008, VMT and the economy began to separate. VMT is still related to economics, and can represent upward economic movement, but new technology, higher seat utilization, and greater mobility choices can help reduce overall VMT, reducing recurring and non-recurring congestion. VMT can also be measured by geography determining an area's VMT generation and exposure.

VMT Exposure per Capita is an indicator of the transportation systems impact.

- » Exposure to VMT can result in increased air toxin exposure and higher crash risk. Historically, major routes have been constructed in Black, Indigenous, people of color, and low income neighborhoods, disproportionately exposing those communities. Measuring VMT exposure tracks these impacts.

VMT Generation per Capita is an indicator of transportation choices and economic activity.

- » VMT per capita is a measure of land use efficiency and travel choice. Areas with higher densities, mixed uses, and robust networks for walking, bicycling, and transit produce lower VMT per capita. However, VMT per capita may also be low due to low incomes, high unemployment, and a lack of travel choices. Comparing VMT per capita across the region can help identify areas with disparate outcomes.

Exploratory Metrics

Number of Coordination Events and Number of Agencies Involved.

- » Coordination between agencies can take a variety
- » of forms. Making connections across departments and agency boundaries deepens the level of knowledge and empathy for the work and challenges staff face across the region.
- » Coordination events build relationships and communication paths that lead to information sharing that allow agencies to be more agile and responsive in a rapidly changing environment.

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

- » Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

- » 100% of engagement activities involve Black, Indigenous, people of color, and people with low incomes and 100% of agencies are sharing data annually.

System Connectivity

- » 100% of signals on identified routes have communications.
- » There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.

Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **VMT per Capita** goes up ↑, **increases** ↑ are expected for:

Tailpipe air toxins and greenhouse gases Economic activity
Volume of cut-through traffic Crash risk

Inverse Relationships

As **VMT per Capita** goes up ↑, **decreases** ↓ are expected for:

Use of non-auto modes such as walking, biking, and transit
Seat utilization

Number of Crashes by Severity

A measure of transportation safety and performance.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Total Crashes per MVMT

- » Total Crashes per Million Vehicle Miles Traveled (MVMT). Metro's Safety Strategy aims to eliminate severe crashes (crashes with major injuries or fatalities) by 2035. Crashes on the transportation network cause non recurring congestion, and fatal crashes result in longer incident response times with sustained impacts. The TSMO Strategy aims to reduce harm and reduce the non-recurring congestion created by incident by improving the safety of the system overall. Therefore, tracking total crashes should be evaluated in the following subsets:

Crash rate by severity (crashes/MVMT/per100,000 capita).
Crash rate by mode (crashes/MVMT/per100,000 capita).
Crash frequency of fatal, pedestrian, and bicycle related crashes (number of crashes).
Ratio of crashes that occur in equity focus areas to total regional crashes (percent).

Exploratory Metrics

Crash Demographics

- » Current crash demographics is not readily available. Metro's Safety Strategy identifies that "Traffic deaths are increasing and are disproportionately impacting people of color, people with low incomes and people over age 65." This metric would improve the region's understanding of the disproportional impacts of crashes, and how to correct them.

Secondary Crashes

- » Secondary crashes are those that occur at the scene of the original crash or in the queue, even in the opposite direction. Current crash reporting documents do distinguish between a primary and secondary crash. This metric would help Metro measure the region's ability to manage, clear, and reopen facilities following an incident.

Crash Risk

- » Crash analysis is currently conducted using historical data and is therefore reactive. Technology and data sources are available to identify locations of increased crash risk before crashes occur but can be costly and privately owned. This metric would help the region be proactive in transportation safety improvements.

Average Miles Biked or Walked

- » Pedestrian and Bicycle miles traveled are lower than the total vehicle miles traveled. Therefore, when evaluating pedestrian and bicycle crash rates per miles traveled data on the average trip length or total miles walked or biked, better correlates than the total miles traveled by vehicles in the region. A data source for this measurement needs to be researched and determined for this work. These could include traveler surveys or data from a third-party provider.

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

» Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

» Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

» Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

» 100% of engagement activities involve BIPOC and low income communities and 100% of agencies are sharing data annually.

System Connectivity

» 100% of signals on identified routes have communications.
» There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.

Targeted TSMO Investments

» TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

» 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
» 100% of agencies have a TIMS plan.

Direct Relationships

As **Number of Crashes by Severity** goes up ↑, **increases** ↑ are expected for:

Black, Indigenous, people of color, and people with low incomes that are seriously injured or killed while using the transportation system

Non-recurring congestion events related to crashes

Resources needed for incident management

Tailpipe air toxins & greenhouse gases

Inverse Relationships

As **Number of Crashes by Severity** goes up ↑, **decreases** ↓ are expected for:

Disproportional impacts of transportation on neighborhood safety

Buffer Index

The extra time a traveler adds to their trip (buffer) to ensure on-time arrival.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Buffer Index

» Travel time reliability is measured by taking the ratio of the longest to shortest duration trips for trips of the same distance on the network. Buffer index measures is the variability between 90th percentile and 10th-percentile or run time for transit, or between the 90th percentile and average travel time for vehicles, as calculated by the following equation:

$$\frac{90th-Percentile - 10th-Percentile}{10th-Percentile} = \text{Transit Buffer Index (\%)}$$

$$\frac{90th-Percentile - 50th-Percentile}{50th-Percentile} = \text{Vehicle Buffer Index (\%)}$$

A higher percent value indicates a higher degree of variability during congested hours. Buffer index can measure by mode, and the TSMO strategy will report on changes to Transit Buffer Index and Vehicle Buffer Index:

- Transit Buffer Index for Frequent Bus Routes & Light Rail
- Transit Buffer Index for BIPOC and Low-Income Service Routes
- Vehicle Buffer Index for Throughway Segments and Arterials
- Freight Buffer Index for Regional Intermodal Connectors

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

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Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **Buffer Index** goes up ↑, **increases** ↑ are expected for:

Reliability of transit routes and on time performance

Transit run time variability

Reliability of routes in a corridor

Congested areas that delay transit

Inverse Relationships

As **Buffer Index** goes up ↑, **decreases** ↓ are expected for:

Total elapsed time in which responders are able to clear incidents from roadways, railroads, and transit tracks

Agency Collaboration and Communication Events

Frequency of staff collaborating and communicating progress towards TSMO Goals.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Number of Agencies with a public participation plan that includes Black, Indigenous, people of color, and people with low incomes.

- » Metro and their agency partners develop transportation solutions that serve the entire community. The solutions aim to correct historically disproportional impacts to Black, Indigenous, people of color, and people with low incomes. This relies on creating strategic opportunities for these communities to participate in the decision making. This metric is a pass/fail for each agency represented by Metro.

Number of Agencies Attending TransPort

- » Transport is a group of engineers and planners representing partner agencies that coordinate TSMO and ITS projects regionally. Continuing this coordination is key to TSMO's success in the region.

Percent of Key Operating Agreements Executed.

- » Metro and their partner agencies create agreements for collecting and sharing data, managing systems, and traffic incident management. These agreements are key to TSMO's success. This metrics ensure that agencies are following through on agreements or modifying them as needed for interagency coordination.

Exploratory Metrics

Number of Coordination Events and Number of Agencies Involved.

- » Coordination between agencies can take a variety
- » of forms. Making connections across departments and agency boundaries deepens the level of knowledge and empathy for the work and challenges staff face across the region.
- » Coordination events build relationships and communication paths that lead to information sharing that allow agencies to be more agile and responsive in a rapidly changing environment.

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

- » Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

- » 100% of engagement activities involve Black, Indigenous, people of color, and people with low incomes and 100% of agencies are sharing data annually.

System Connectivity

- » 100% of signals on identified routes have communications.
- » There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.

Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **Agency Collaboration and Communication Events** goes up ↑, **increases** ↑ are expected for:

Economic activity

Crash risk

Inverse Relationships

As **Agency Collaboration and Communication Events** goes up ↑, **decreases** ↓ are expected for:

Use of non-auto modes

System Connectivity

How complete and connected the infrastructure system is for each travel mode.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Percent of Signals with Communications.

» Installing communications across signals allows for connection to a central signal system, improved data collection, and signal management and operations. These connections should be prioritized for signals on regional important routes, including:

- Frequent bus routes
- Arterials serving equity focus areas
- Freeway Segments and Mobility Corridors
- Regional Intermodal Freight Connectors

Percent of Households and Employers within 10-minute Walk or Bike Travel Shed from Transit.

» This measurement determines how easily travelers can access and interface with transit by low-stress bicycle and walking routes. The 10-minute walk or bike travel shed shows how far from transit a traveler can live but still have reasonable access to the system. The walk and bike travel shed connectivity using the existing system, assuming travelers are only able to use identified lowstress and accessible bike and walking routes. The metrics should be measured by census block, breaking out equity focus areas, regional centers, and town centers.

Connectivity Index of Infrastructure.

» A connectivity index is the comparison of 30-minute travel shed on the existing network as compared to an ideal grid network. A high connectivity index represents redundancy in the transportation network that can reduce the impacts of unforeseen events and the non-recurring congestion those events can cause. For example, a high connectivity index for bicycles represents an alternative route when trails are flooded, or bridges are raised. A high connectivity index for vehicles could present shorter trips through neighborhoods, or alternative routes in regions impacted by natural disasters such as forest fire or mudslides. Connectivity Index should be measured mode and geography, including:

- for active modes (pedestrian, bicycle) by route level of stress;
- for vehicular modes; and
- measured by census block, breaking out equity focus areas, regional centers, and town centers.

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

- » Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

- » 100% of engagement activities involve Black, Indigenous, people of color, and people with low incomes and 100% of agencies are sharing data annually.

System Connectivity

- » 100% of signals on identified routes have communications.
- » There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.

Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **System Connectivity** goes up ↑, **increases** ↑ are expected for:

Miles of infrastructure by mode in Equity Focus Areas where field devices are connected to centers

Geographic transit coverage

Systems infrastructure such as transit signal priority or stop amenities

Transit, jobs, and services

Walking and biking network completeness

Inverse Relationships

As **System Connectivity** goes up ↑, **decreases** ↓ are expected for:

Sidewalk and bicycle system gaps

Targeted TSMO Investments

Distribution of investments regionally and on key corridors for modal efficiency.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Percent of TSMO Investments benefiting key corridors.

» Where TSMO investments are made is an indication of who is benefiting from the efficiencies that result from this strategy. To ensure those efficiencies are realized in an equitable way, and to match the priorities and values of the region, the distribution of the investments should be measured through the life of the strategy. This strategy will track where investment benefit the following types of corridors as defined by other regional plans.

- Frequent bus routes
- Arterials serving equity focus areas
- Freeway Segments and Mobility Corridors
- Regional Intermodal Freight Connectors

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

- » Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

- » 100% of engagement activities involve Black, Indigenous, people of color, and people with low incomes and 100% of agencies are sharing data annually.

System Connectivity

- » 100% of signals on identified routes have communications.
- » There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.

Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **Targeted TSMO Investments** goes up ↑, **increases** ↑ are expected for:

Equitable distribution of resources and ensuring that Equity Focus Areas are receiving equal or greater investment than the regional average

Collaboration across jurisdictions as Mobility Corridors cross jurisdictional boundaries and connect cities.

Transit signal priority investments

Transportation operator's ability to integrate corridor management

Economic gains from greater freight access

Reliability, access, and safety on intermodal connectors and other freight routes.

Resiliency of key facilities such as bridges

Truck drivers finding places to park for required rest periods

Preparation for short- and long-term disruptions

Improving reliability for high frequency transit

Timely Traveler Information

How effectively information is being relayed to travelers to reduce delay associated with planned or unexpected events.

This performance measure supports the following TSMO goals:



Free
From Harm



Collaboration &
Partnerships



Eliminate
Disparities



Prepare
for Change



Reliable
Travel Choices



Connected
Travel Choices

Key Performance Metrics

Percent of transit shelters with functional real-time arrival displays.

- » Travelers without access to smart phones or online data sources at bus stop locations may not be aware of transit delays or missed buses. Shelters are installed at high frequency and high ridership locations as identified by the transit operators. Ensuring these locations have on-time arrival displays can provide travelers with needed information. Ensuring that these displays are functional and continue to operate is key to ensuring the maintenance of the system moving forward. These should be reported as a total for the region and for equity focus areas.

Number of Agencies with a Traveler Information System (TIS) plan.

- » Metro and their partner agencies regularly provide information to the public around both planned and unexpected incidents. The creation of a TIS plan will help agencies to be prepared to rapidly distribute information to travelers about detours, closures, and hazardous conditions. The plan should at a minimum include standards for communication in a variety of languages and an equitable variety of communication channels.

Exploratory Metrics

Non-recurring delay associated with incidents.

- » It is currently difficult to quantify and report non-recurring delay that is associated with specific incidents such as a crash. Exploring new data sources that can measure this delay would enable Metro to better understand whether their travel notifications are successful rerouting drivers and what share of delay is associated with recurring vs non-recurring congestion.

Data sharing with Connected & Automated Vehicles (CAV), Smart Phones, and Mobility Devices.

- » CAV technology enables a new level of traveler communication through in-vehicle data sharing. That data sharing also extends to specific Smart Phone apps, and other smart mobility devices. Applications include Mobility on Demand, Mobility as a Service, on-board notifications of traffic incidents, dangerous queues, or other roadway hazards. Mobility data can also be used to identify and report hard braking and other behaviors related to unexpected delays and non-recurring congestion. These data sources should be researched, with specific attention given to impacts to equity, safety, reliability, and cost.

Performance Measures & Targets

Vehicle Miles Traveled (VMT) per Capita

- » Reduce average vehicle miles traveled per person by 10 percent from 2021.

Number of Crashes by Severity

- » Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.

Buffer Index

- » Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.

Agency Collaboration & Communication Events

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Targeted TSMO Investments

- » TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.

Timely Traveler Information

- » 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays.
- » 100% of agencies have a TIMS plan.

Direct Relationships

As **Timely Traveler Information** goes up ↑, **increases** ↑ are expected for:

Non-recurring congestion associated with both planned and unexpected events

Traveler happiness and comfort using the system



Tigard, OR



Chapter 5

Actions

Twenty-one TSMO Actions were identified by the Regional TSMO Stakeholders. These actions were sorted into:

- Planning
- Concepts, Capabilities, & Infrastructure
- Listening & Accountability
- Data Needs

Each action was given a priority and completion timeline, as well as an agency that would track and report the action progress over the life of the plan.

These actions are meant to be a starting direction for the Regional TSMO Strategy. Over the course of the plan, if progress is not being measured on the strategy's objectives, the actions should be revised to better meet the region's needs.

More information on the development of these actions is included in **Appendix E**.

1. Establish TSMO performance measures baseline.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Create a baseline for measuring regional TSMO performance and advancement by:

- » Mapping regionally significant routes as identified in other Metro planning documents where TSMO Performance Measures will be reported. These should include state routes, freight routes, transit routes, emergency transportation routes, and Mobility Corridors.
- » Summarize findings from TSMO project before/after studies.
- » Establish a standard calculation for VMT exposure and generation by census block and calculate a baseline for census blocks within the region.
- » Extend bicycle and pedestrian Level of Traffic Stress (LTS) threshold and inventory existing LTS for through corridors and arterials.
- » Calculate a 2021 baseline connectivity index for all census block groups, downtowns (Regional and Town Centers) and mainstreets, informed by community-identified barriers to connectivity.
- » Calculate a 2021 baseline of total households and employment within a 10-minute walk or bike from transit for all census block groups and Regional/Town Centers.
- » Identify gaps in travel time information available for identified routes needed calculating buffer index. Identify gaps on routes where travel time information is needed for calculating reliability (e.g., buffer index).

Priority

Low Medium High

Required but not urgent

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ **Milestone:** Complete in coordination with RTP update

Tracked By

Metro and ODOT

Advancing TSMO Objectives

This data is needed to track the identified TSMO Performance Measures

References to other Plans and Projects

[NCHRP 17-87 Enhancing Pedestrian Volume Estimation and Developing HCM Pedestrian Methodologies for Safe and Sustainable Communities.](#)

2. Inventory and manage regional signal and ITS Communication infrastructure.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Create a regional inventory of traffic signal capabilities by location and operator (e.g., connected to central signal system, utilizing Next Generation Transit Signal Priority, serving freight, sensing bike and pedestrian movements).
- » Using the inventory, develop a high quality, reliable, and redundant signal communication, and fiber network by identifying gaps, prioritizing high need projects, and completing high priority projects.

Upgrade traffic signals and communication networks on regionally significant corridors to meet the needs of advanced applications such as Next-Generation Transit Signal Priority (NextGen TSP) and Automated Traffic Signal Performance Measures (ATSPM) that require Advanced Transportation Controllers (ATCs) and fiber optic communication.

- » Monitor and address signal performance on regionally significant corridors by identifying performance issues such as freight delay, transit delay, or high pedestrian and bicycle traffic stress.

Advancing TSMO Objectives

- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.2** Manage projects and resources to be responsive to changes in land use planning and growth patterns.

References to other Plans and Projects

TBD

Priority

Low

Medium

High

Ensure the benefits of Next Generation Transit Signal Priority are extended region-wide

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ **Milestone:** September 2022 Division Transit Project

Tracked By

TransPort's Central Signal System Subcommittee and PBOT

3. Develop a Mobility on Demand strategy and policy.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Create a Regional Mobility on Demand (MOD) Working Group consisting of agency staff, transportation demand management non-profits (e.g., Transportation Management Associations), private partners, and community based organizations to:

- » Build on existing regional policy conversations in support of mobility partnerships, and technology solutions for last-mile connections.
- » Participate in expanding access through micro freight delivery (curb side delivery such as on-line purchases, food delivery apps, etc).
- » Coordinate with parking managers to improve operations particularly in downtowns and along main streets (e.g., Regional and Town Centers).
- » Examine benchmarks set for shared mobility services (such as the PBOT Scooter Policy) by partner agencies and establish regional minimum level of service benchmarks for MOD service in equity focus areas connecting to opportunities, to Black, Indigenous, people of color, and people with low incomes.
- » Evaluate unified payment strategy and related policies, including congestion pricing, as they function to provide demand and system management through MOD, transit and connected travel options.
- » Establish a strategy for connecting people to recreational destinations not well served by traditional transit during off-peak service hours.
- » Identify opportunities for pilots to connect people to MOD and support them through programs with MOD service providers.
- » Develop a pilot package delivery hub program for the “last 50 feet freight delivery”, focusing on equity focus areas, incorporating guidance on siting package lockers, and the ability to co-locate with transit and other services.
- » Develop communications with travelers to inform more travelers about these choices.
- » Establish public-agency person-to-person lines of communication, formal agreements as necessary, pre-planned emergency needs and information flows supportive of MOD operations.
- » Use information flows with forecast models to optimize traveler's experience and MOD operator logistics.

Priority

Low

Medium

High

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ **Milestone:** Form the working group in 2022.

Responsibility

Metro convenes across planners and operators

Advancing TSMO Objectives

- 2.1** Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.
- 2.4** Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 4.1** Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
- 4.2** Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
- 4.3** Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
- 4.4** Increase availability and accessibility of low-cost transportation options by Black, Indigenous, people of color, and people with low incomes.
- 6.1** Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.
- 6.2** Manage projects and resources to be responsive to changes in land use planning and growth patterns.
- 6.4** Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects

TBD

4. Manage transportation assets to secure the network.

- Planning
- Concepts, Capabilities, & Infrastructure
- Listening & Accountability
- Data Sources

Action Description

Secure the network from natural disasters, cyber attacks, and other disruptions by physically securing signal cabinets, junction box, and other infrastructure on critical communication corridors to reduce unscheduled downtime. Identifying end of life equipment, and replacing it proactively.

Further Objectives

- 2.2 Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 6.3 Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.

References to other Plans and Projects

TBD

Priority

- Low
- Medium
- High

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Tracked By

Individual Agency Responsibilities and TransPort's ITS-NMT Group

5. Pilot Origin-Destination data to prioritize TSMO investments.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Identify data sources and obtain Origin-Destination (OD) data to determine the highest use trip pairs in the region, pairs with the greatest trip lengths, pairs with a trip end in an equity focus area, and pairs without existing transit connections for use in planning and project prioritization.
- » Use the data to identify TSMO upgrades that benefit multiple modes and are adaptable to emerging technologies (i.e. charging stations for e-bikes and EVs, controller upgrades that allow for varying communication systems).
- » Create an active system of OD collection, monitoring, and reporting.

Further Objectives

- 4.2** Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
- 5.2** Expand travel time reliability improvements for Black, Indigenous, people of color, and people with low incomes burdened with long travel distances.
- 6.1** Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.
- 6.4** Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects

TBD

Priority

Low Medium High

Timeline

				Near							
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

Tracked By

Metro considers pilot with partners

6. Track and prioritize TSMO Investments for and with Black, Ingenuous, people of color, and people with low incomes.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Create a priority process that identifies TSMO solutions for identified needs and guides funding for and with Black, Ingenuous, people of color, and people with low incomes.
- » Review and update TSMO discretionary revenue prioritization to reflect the 2021 TSMO Strategy's updated Goals and Objectives.
- » Evaluate TSMO prior investments from the last 10 years and identify disparities for Black, Indigenous, people of color, and people with low incomes.
- » Identify and multimodal connectivity disparities to target future TSMO investments.
- » Track TSMO investments in equity focus areas and report bi-annually.

Advancing TSMO Objectives

- 1.4** Ensure Black, Indigenous, people of color, and people with low incomes can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 3.2** Identify and correct past disparities when planning, operating, and maintaining the transportation system (e.g., transit access, air toxins exposure, allocation of funds).
- 4.2** Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.

References to other Plans and Projects

TBD

Priority

Low

Medium

High

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ Milestone: RTP Update

Tracked By

Metro, ODOT, and a third-party.

7. Continue freight technology and ITS deployment.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Utilize existing and pilot new freight ITS technologies that identifies solutions to optimize freight operations and improve safety on critical corridors, such as optimizing progression for trucks, progress to pilot programs, freight dilemma zone detection and green extension.
- » Share TSMO-generated data resources broadly with start-ups and established freight services.

Advancing TSMO Objectives

- 4.3** Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
- 5.3** Manage critical freight corridors to create reliable routes for freight movement between key destinations.

References to other Plans and Projects

Metro Regional Freight Plan: <https://www.oregonmetro.gov/regional-freight-plan>

City of Portland convened a Freight Committee: <https://www.portlandoregon.gov/transportation/54899>

ODOT Commercial Truck Parking Study: <https://www.oregon.gov/odot/Projects/Pages/Commercial-Truck-Parking-Study.aspx>

Priority

Low Medium High

Timeline

Near/Mid											
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

Tracked By

All Agency Operators

8. Facilitate Ground Truthing of Emerging Technologies.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Respond to community-voiced needs to initiate agency partnerships to test emerging technologies. Consider efforts in context provided by the forthcoming Metro Emerging Trends Study. Consider these as examples, recognizing that more pilots are needed to keep pace with technology advancements:

- » Collaborate with ODOT on the connected vehicle infrastructure environment to reduce pedestrian related collisions.
- » Explore best practices for collision avoidance systems, policy implications, and implementation.
- » Create a readiness training program for the region to evaluate and prepare for risks from technology, economic, and ecological disruptions.
- » Identify solutions to changes in growth patterns, travel behavior, and other non-emergency travel trends.
- » Partner to increase mobility with electric vehicle (EV) adoption, including e-bikes, shared vehicles and fleets. EVs relate to connectivity index in equity focused areas, downtowns (Regional and Town Centers), main streets and employment areas.

Collect and evaluate safety and operational performance metrics for multimodal users (including pedestrians, bicyclists, and transit) through emerging detection technologies.

Partner with regional university transportation research centers in identifying and implementing projects exploring emerging technologies and data sources.

Priority

Low Medium High

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ Milestone: Metro Emerging Trends Study

Tracked By

Washington County, ODOT, PBOT, and Portland State University (PSU) Transportation Research & Education Center (TREC)

Advancing TSMO Objectives

- 1.1 Manage the transportation system to reduce negative health impacts so that public health risk does not adversely affect people's mode choice.
- 1.3 Provide a transportation system where human error does not result in serious injury or loss of life.
- 4.4 Increase availability and accessibility of low-cost transportation options for Black, Indigenous, people of color, and people with low incomes.
- 6.1 Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.

- 6.4 Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects

ODOT Office of Innovation: <https://www.oregon.gov/odot/Programs/Pages/OfficeOfInnovation.aspx>

FHWA Office of Research, Development, and Technology: <https://highways.dot.gov/research>

FHWA Experimental Features Program

9. Establish a Regional Transit Operators TSMO Group.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Establish a Metro Regional Transit Operators TSMO Group as a subcommittee of Transport consisting of representation from local and regional transit operators. Collaborate with the group to:

- » Identify transit stops on high frequency routes without real time bus information technology, prioritize improvements, and complete high priorities.
- » Coordination with ODOT Rail Crossing Safety Unit to identify and implement mitigations at transit and train at grade rail crossing locations with a history of collisions.
- » Review and Regional NextGen Transit Signal Priority (TSP) projects and develop a coordination standard for deploying TSP throughout the region.
- » Coordinate with TriMet to identify TSMO solutions to support a bus on shoulder implementation plan, building on lessons learned from I-5/I-205 pilot program.
- » Inform and review speed and reliability project need and solutions.
- » Create a standard for reviewing and deploying new technology.

Priority

Low

Medium

High

Timeline

Ongoing											
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

TriMet

Advancing TSMO Objectives

- 1.3** Provide a transportation system where human error does not result in serious injury or loss of life
- 2.3** Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 5.2** Expand travel time reliability improvements for Black, Indigenous, people of color, and people with low incomes burdened with long travel distances.
- 5.4** Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects

TBD

10. Unify and standardize fare subsidies for transit and MOD.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Create a policy that includes standardized eligibility criteria with regard for ADA, Medicaid, and other assistance programs. Utilize existing efforts such as the General Transit Feed Specification for Eligibilities and Capabilities.
- » Expand low fare/price subsidies to include MOD and transit for Black, Indigenous, people of color, and people with low incomes.
- » Evaluate feasibility of implementing City of Portland's Transportation Wallet pilot program for connecting affordable transportation options with people living in affordable housing.

Advancing TSMO Objectives

- 2.1** Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 4.4** Increase availability and accessibility of low-cost transportation options for Black, Indigenous, people of color, and people with low incomes.

References to other Plans and Projects

ODOT General Transit Feed Specification (GTFS) Eligibilities and Capabilities Project: https://github.com/full-path/gtfs-eligibilities/blob/main/project_summary.md

Portland BIKETOWN for all: https://www.biketownpdx.com/pricing/biketown-for-all?utm_medium=email&utm_source=govdelivery

Priority

Low

Medium

High

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Tracked By

TriMet

11. Develop an ITS travel time Information Data Collection and Distribution Plan for RDPO Regional Emergency Routes.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Coordinate with agency partners to identify bottlenecks on RDPO Regional Emergency Transportation Routes, Oregon State Seismic Lifeline Routes and routes lacking redundancy and develop TSMO solutions to address these.
- » Model strategies to reduce emergency response times and evacuation scenarios through technology or other actions.
- » Create an Emergency Route travel time data collection plan. The plan should:
 - Identify ITS travel time information data collection and distribution gaps on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes to inform detour routing decisions and provide alternative route information during evacuations.
 - Prioritize data collection and distribution gaps on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes.
 - Install data collection and distribution infrastructure on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes.

Priority

Low Medium High

8 SAC Votes

Timeline

Mid											
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

Tracked By

ODOT

Advancing TSMO Objectives

- 6.2** Manage projects and resources to be responsive to changes in land use planning and growth patterns.
- 6.3** Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.

References to other Plans and Projects

PORTAL Archive: <https://portal.its.pdx.edu/home>

Regional Emergency Transportation Route (RETR) Phase 1: <https://rdpo.net/emergency-transportation-routes>

12. Explore new TSMO data sources.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Explore new sources to measure identified exploratory TSMO performance measures. Exploratory metrics include:
 - Average miles walked and biked
 - Frequency of secondary crashes
 - Collision risk
 - Transportation cost burden for Black, Indigenous, people of color, and people with low incomes
 - Non-recurring delay associated with incidents
 - Freight travel time and movement data
- » Develop a National Highway Traffic Safety Administration Fatality Analysis Reporting System data reporting policy and incorporate into annual reporting.

Priority

Low Medium High

SAC did not vote on this

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Responsibility

PSU TREC

Advancing TSMO Objectives

- 1.2** Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.
- 1.3** Provide a transportation system where human error does not result in serious injury or loss of life.
- 1.4** Ensure Black, Indigenous, people of color, and people with low incomes can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 3.2** Identify and correct past disparities when planning, operating, and maintaining the transportation system (e.g., transit access, air toxins exposure, allocation of funds).
- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 5.3** Manage critical freight corridors to create reliable routes for freight movement between key destinations.

References to other Plans and Projects

Portal: <http://portal.its.pdx.edu/>

BikePed Portal: <http://bikeped.trec.pdx.edu/>

NHTSA FARS Data: <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

13. Create a community listening program.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Build capacity for a community listening program to reduce barriers for travelers to report experiences related to TSMO. Tactics may involve but are not limited to partnering with large-scale public outreach to facilitate a breakout group specific to TSMO, supporting equity-focused consultants and Community Based Organizations (CBOs) to share input, initiating a study of agency customer feedback (including social media), piloting an anonymous feedback system generated by and for Black, Indigenous, people of color, and people with low incomes to report travel experiences related to operations. Collaborate with CBOs using a culturally specific model and approach to reach out to non-English speakers or limited-English-proficiency groups.

As part of the listening program, create a pilot where Black, Indigenous, people of color, and people with low incomes are paid to provide feedback and share their traveler experiences/stories with agency staff. Support efforts with service providers to add capacity. Participate to listen for TSMO-related issues and follow up on previous efforts, identifying TSMO-related solutions.

Priority

Low

Medium

High

Timeline

Near											
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

Responsibility

ODOT, Metro, and PSU TREC

Advancing TSMO Objectives

3.1 Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.

3.3 Identify and increase awareness of the unique travel experiences for Black, Indigenous, people of color, and people with low incomes.

References to other Plans and Projects

TriMet Reimagine Transportation

ODOT Office of Social Equity

Metro Regional Travel Options Program.

14. Create continuous improvement process for existing and new signal systems and related performance.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Outline and begin continuous improvement process for signal systems and new concepts that serve major arterials and high-injury corridors. The continuous improvement process will utilize systems engineering from concept of operations through retirement of legacy systems and prioritize solutions based on effectiveness and costs.

In coordination with asset managers, inventory automatic traffic recorder stations, ATC controllers, and detection sensors (location, status, age, and operability). Identify through corridors and major arterials that do not currently have travel time information collection by mode to identify gaps existing system. Create a plan to mitigate identified gaps by completing high priority projects targeted for either technological upgrades (sensors, automatic traffic recorders, etc.) or crowd sourced data.

Advancing TSMO Objectives

- 2.1** Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.1** Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.
- 6.4** Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects

ODOT ITS Master Communication Plan.

Priority

Low

Medium

High

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Responsibility

TransPort's Center Signal System Users Group and PBOT

15. Deploy regional traveler information systems.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Create a traveler information and educational campaign with Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency. The campaign should also start deploying traveler information systems where community-voiced need and multiple transportation options are present, building into a methodology TIS priorities that may involve transit stops, public buildings, major destinations within regional centers and on-vehicle displays. The TIS should incorporate a broad cross section of traveler needs which may include travel time, route, and real-time transit and shared-use mobility information.

Further Objectives

- 2.3** Collaborate with and educate travelers.
- 3.1** Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.

References to other Plans and Projects

ODOT's TripCheck Program: <https://tripcheck.com>

TriMet Third Party Apps: <https://trimet.org/apps/>

Priority

Low

Medium

High

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Responsibility

Metro for convening and scoping

16. Implement Integrated Corridor Management and mainstream into corridor planning.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Provide tools for regional partners based on I-84 Multimodal ICM Deployment Plan including:

- » Establish a multimodal detour policy across agencies. Define lines of communication and pre-plan emergency needs by rehearsing scenarios for a variety of events impacting operations. Provide job-shadow and training experiences.
- » Create a data sharing policy and inter-agency(s) agreement with agency partners to incorporate data into PORTAL or another identified internal sharing system. Share construction schedules across agencies. Implement a decision support system, employing forecast models as useful

Beginning with the next RTP update, consider corridor needs that can be met through ICM based on regional efforts and FHWA guidance and local operators.

Advancing TSMO Objectives

- 1.1** Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 2.2** Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 2.4** Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 5.1** Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.4** Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects

TBD

Priority

Low Medium High

Timeline

Near											
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	

★ Milestone: RTP Update

Responsibility

Metro

17. Create a TSMO Safety Toolbox.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Create a TSMO Safety Toolbox to advance actions identified in the Metro Regional Safety Strategy. The toolbox should utilize the Safe Systems Approach. Include guidance for the deployment of new technologies and create policy for evaluating their effectiveness.

Create a Speed Management Plan in coordination with Statewide Policy, and collaborate with local agencies to provide guidance and implementation program for active speed management and feedback including, automated speed feedback signs, changeable speed limits, automated enforcement, and traffic calming solutions. Evaluate speed limits and identify opportunities to apply a safe systems approach to speeds in regional and town centers, high pedestrian, and bicycle corridors, and in equity focus areas. Apply Automated Traffic Signal Performance Measures (ATSPMs), including speeds, to emerging research related to speed reduction through signal timing strategies.

The toolbox should respond to context and point out where overlapping road functions or classifications have potential for creating risk and/or preventing implementation of TSMO safety tools.

Advancing TSMO Objectives

1.2 Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.

1.3 Provide a transportation system where human error does not result in serious injury or loss of life.

References to other Plans and Projects

Metro's Regional Transportation Safety Strategy: <https://www.oregonmetro.gov/regional-transportation-safety-plan>

Priority

Low

Medium

High

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ **Milestone:** Achieve Vision Zero by 2035.

Responsibility

18. Participate in regional public outreach to assist in guiding, listening and learning through TSMO-focused conversations.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

TSMO-focused public outreach should include traveler safety information and be focused on Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency. Work with local agencies to create/update public outreach that specifically include equity focused TSMO that include Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.

Advancing TSMO Objectives

- 1.2** Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.
- 2.3** Collaborate with and educate travelers.
- 3.1** Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.
- 5.4** Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects

TBD

Priority

Low Medium High

Timeline

Near										
'21	'23	'23	'24	'25	'26	'27	'28	'29	'30	'31

Responsibility

Metro, ODOT, and a Third Party

19. Improve TSMO data availability to aid in traveler decisions and behavior.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

- » Unify multimodal trip planning by coordinating among transit service providers' and riders' needs, creating opportunities for TriMet and other Open Trip Planner partners.
- » Create an external facing dashboard for TSMO metrics accountability connecting each metrics' relevance to travelers.
- » Communicate TSMO to raise awareness in the need for travelers to participate to improve transportation system outcomes and metrics. For example, signage about moving over for emergency vehicles, merging, or moving property-damage-only crashes out of the travel lane will help with overall system management and clearance metrics.
- » Increase communication about how the system could operate safer and more efficiently using signage and coordinating agency Public Service Announcements (PSAs.)

Advancing TSMO Objectives

- 2.1** Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 2.3** Collaborate with and educate travelers.
- 5.4** Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects

TBD

Priority

Low Medium High

Timeline

'21	'22	'23	Mid				'28	'29	'30	'31
			'24	'25	'26	'27				

Responsibility

Metro, Trimet, and ODOT

20. Build and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Create a connected bicycle and pedestrian infrastructure with TSMO tools. Start with a Connectivity Index of existing pedestrian and bicycle infrastructure that includes community-voiced barriers, inventories of low stress facilities, and other identified gaps in the system. The toolbox should consider how pedestrian and bicycle modes interact with signals, illumination, and transit connections, while also the disparities experienced by Black, Indigenous, people of color, and people with low incomes. Investments made using the toolbox should afford complete treatment to address these disparities.

Advancing TSMO Objectives

- 1.4** Ensure Black, Indigenous, people of color, and people with low incomes can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 4.1** Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
- 4.2** Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.

References to other Plans and Projects

ODOT Active Transportation Needs Inventory (ATNI): <https://www.oregon.gov/odot/RPTD/Pages/Statewide-Active-Transportation-Needs-Inventory.aspx>

Priority

Low

Medium

High

Timeline

Ongoing										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

★ **Milestone:** ODOT Pedestrian and Bicycle Priority Routes

Responsibility

All Agencies, and PSU TREC

21. Update the Regional ITS Architecture.

Planning

Concepts, Capabilities, & Infrastructure

Listening & Accountability

Data Sources

Action Description

Collaborate on updates to the Regional ITS Architecture by reviewing changes on a quarterly basis and adjusting every two years to include innovations in the national and statewide architecture.

Advancing TSMO Objectives

- 2.4** Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 6.1** Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region's desired land use and transportation outcomes.

References to other Plans and Projects

Metro's Regional ITS Architecture 2016 Update: <https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy/2010-2020-tsmo>

Priority

Low

Medium

High

Timeline

Near										
'21	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31

Responsibility

Metro, ITS Architecture Group

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Appendix A

2010 TSMO Planned Projects

2010 TSMO Strategy Projects

Project	Timeframe	Goals				Capital \$ Planned by 2020	OM \$ Planned by 2020
		Reliability	Safety and Security	Quality of Life	Traveler Information		
Region Wide Projects							
Operate and Maintain Regional ITS Communications Network	Ongoing	x				\$ -	\$ 1,000,000
Active Traffic Management RCTO	1-5 years	x				\$ 350,000	\$ -
Transit Priority Treatment Performance Measurement	1-5 years	x				\$ 200,000	\$ 2,000,000
Region-wide Access Management Strategies	6-10years		x			\$ 500,000	\$ -
Enhance Regional Traffic Signal System	1-5 years	x				\$ 12,000,000	\$ 500,000
Implement Freight Data Collection System	6-10years	x				\$ 50,000	\$ 500,000
Congestion Pricing/ High Occupancy Toll Lanes	1-5 years			x		\$ 5,000,000	\$ -
Active Traffic Management Pilot Project	6-10years	x				\$ 5,000,000	\$ 500,000
Next Generation Transit Signal Priority System	6-10years	x				\$ 500,000	\$ 500,000
24-Hour Transportation Operations Coverage	Beyond 10 years	x			x	\$ -	\$ -
Automated Speed Enforcement	Beyond 10 years		x			\$ 1,000,000	\$ -
Portland OR Regional Transportation Data Archive Listing (PORTAL) Enhancements	Ongoing				x	\$ -	\$ 1,000,000
Multi-modal traveler data and tools	Ongoing				x	\$ -	\$ 1,500,000
Park & Ride Traveler Information	Ongoing				x	\$ 500,000	\$ 1,500,000
TripCheck Travel Information Portal (TTIP) Enhancement	1-5 years				x	\$ 3,000,000	\$ 20,000,000
Arterial Performance Measure	1-5 years	x				\$ 750,000	\$ 1,000,000
Transit Performance Measurement System	1-5 years			x		\$ 350,000	\$ 500,000
Incident Management	1-5 years	x				\$ 2,000,000	\$ 2,000,000
Expand Incident Management Teams/Training	1-5years		x			\$ -	\$ 5,000,000
Integrate Voice and Data Networks	6-10years		x			\$ 10,000,000	\$ 2,500,000
Emergency Responders GIS System Upgrades	6-10years		x			\$ 200,000	\$ 250,000
Dynamic Routing and Preemption Pilot Project	Beyond 10 years	x				\$ 500,000	\$ -
Collaborative Marketing	Ongoing			x		\$ -	\$ 9,750,000
Employer Services	Ongoing			x		\$ -	\$ 10,000,000
Rideshare Services	Ongoing			x		\$ -	\$ 3,600,000
Measurement	Ongoing	x				\$ -	\$ 1,500,000
TSMO Program	Ongoing	x				\$ -	\$ 3,350,000
Parking Management Strategy	1-5 years			x		\$ 100,000	\$ -
Parking Management Pilot Program	1-5 years			x		\$ -	\$ 1,000,000
Smartcard fare system RCTO	1-5 years	x				\$ 100,000	\$ -
Smartcard fare system pilot project	1-5 years	x				\$ 12,000,000	\$ -
Youth transit pass program	6-10years			x		\$ -	\$ 500,000
Youth transit pass program	1 year (6-10 years)			x		\$ -	\$ 15,000,000
Regional Incentive/Disincentive System	Beyond 10 years	x				\$ 9,000,000	\$ -
Region-Wide Totals						\$ 63,100,000	\$ 84,950,000

2010 TSMO Strategy Projects

Project	Timeframe	Goals				Capital \$ Planned by 2020	OM \$ Planned by 2020
		Reliability	Safety and Security	Quality of Life	Traveler Information		
Corridor Projects							
1. Portland Central City to Vancouver	Varies	x	x	x	x	\$ 7,030,000	\$ 43,210,000
2. Portland Central City to Tualatin		x	x	x	x	\$ 15,760,000	\$ 17,302,000
3. Tualatin to Wilsonville		x	x	x	x	\$ 2,900,000	\$ 10,448,000
4. Portland City Central Loop		x	x	x	x	\$ 7,615,000	\$ 14,705,900
5. Portland Central City to Gateway		x	x	x	x	\$ 17,830,000	\$ 9,828,330
6. Gateway to Troutdale, Wood Village, and Fairview		x	x	x	x	\$ 20,650,000	\$ 17,507,000
7. Tualatin to Oregon City		x	x	x	x	\$ 650,000	\$ 1,262,000
8. Oregon City to Gateway		x	x	x	x	\$ 13,900,000	\$ 21,247,000
9. Gateway to Clark County		x	x	x	x	\$ 6,420,000	\$ 3,510,000
10. Portland Central City to Milwaukie		x	x	x	x	\$ 4,480,000	\$ 9,175,000
11. Milwaukie to Clackamas		x	x	x	x	\$ 1,400,000	\$ 3,847,000
12. Intersate 205 to Rock Creek Junction		x	x	x	x	\$ 4,160,000	\$ 4,097,000
13. Rock Creek Junction to US 26		x	x	x	x	\$ 3,400,000	\$ 1,172,000
14. Oregon City to Willamette Valley		x	x	x	x	\$ 5,390,000	\$ 792,000
15. Troutdale/Wood Village/Fairview to Damascus		x	x	x	x	\$ 15,400,000	\$ 2,060,000
16. Rivergate to Interstate 5		x	x	x	x	\$ 10,475,000	\$ 4,735,000
17. Interstate 5 to Columbia Shore South		x	x	x	x	\$ 8,300,000	\$ 5,183,330
18. Portland Central City to Columbia County		x	x	x	x	\$ 600,000	\$ 3,752,000
19. Beaverton to Tigard		x	x	x	x	\$ 11,200,000	\$ 22,595,000
20. Tiggard/Tualatin to Sherwood		x	x	x	x	\$ 13,000,000	\$ 4,800,000
21. Portland Central City to Beaverton		x	x	x	x	\$ 15,410,000	\$ 10,020,000
22. Beaverton to North Plains		x	x	x	x	\$ 29,150,000	\$ 7,417,000
23. Forest Grove to North Plains		x	x	x	x	\$ 950,000	\$ 2,667,000
Corridor Totals						\$ 216,070,000	\$ 221,332,560

Notes:

Costs do not include projects in the 11+ year timeframe

Assumes projects in timeframe "1-5 years" and "through 10 years" were all active for 10 years, and projects in the timeframe "6-10 years" were active for 5 years. Projects in the "11+ years" timeframe were not included in this total.

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Appendix B

SAC Member List

2021 TSMO Strategy Stakeholder Advisory Committee

Margi Bradway, Metro's Deputy Director of Planning & Development

Kate Freitag, ODOT's Region 1 Traffic Engineer, TransPort Chair

Millicent Williams, former Portland Bureau of Transportation's Deputy Director

Wendy Cawley, Portland Bureau of Transportation's City Engineer

Joe Marek, Clackamas County's Transportation Safety Program Manager

Lisha Shrestha, Division Midway Alliance's Executive Director

Debra Dunn, Synergy Resources Group's President and Founder, Oregon Environmental Council Board Member

Avi Unnikrishnan, Ph.D., Portland State University's Professor, Dept. of Civil and Environmental Engineering

Matt Ransom, Southwest Washington Regional Transportation Council's Executive Director

Geoff Bowyer, ODOT's Region 1 Traffic Management Operations Center

Jon Santana, TriMet's Interim Executive Director of Transportation

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Appendix C

Vision & Goals Memo + Objectives Memo



Memorandum

Date: March 16, 2021
To: Caleb Winter, Metro and Scott Turnoy, ODOT
From: Briana Calhoun, Kara Hall, and Chris Grgich, Fehr & Peers
Subject: **DRAFT Vision & Goals for the 2021 Transportation Systems Management and Operations Strategy**

PT20-0045 ODOT Key 21411

Metro, the Oregon Department of Transportation (ODOT), and their partner agencies are collaborating to develop the 2021 Regional Transportation Systems Management and Operations Strategy (2021 TSMO Strategy).

The 2021 TSMO Strategy will position the region to collaboratively manage the transportation system in a rapidly changing environment while achieving regional goals such as safety, equity, vibrant communities, shared prosperity, and a healthy environment.

This memorandum presents two components essential to creating a Strategy that meets the needs of the region, the vision and goals.

The **vision** presented below, is an aspirational statement that is clear on what TSMO stakeholders are trying to achieve through investments and collaboration.


This is followed by six **goals**, which provide strategic direction for collaboration and investment decisions to make progress toward the vision over the next 10 years.

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

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

2021 TSMO Strategy Vision

Following the SAC workshop, several vision statements were developed for consideration by the Project Management Team (PMT). Collaboration with the PMT, resulted in selection of the draft vision statement below as the aspirational statement that sets the path for what this strategy will achieve over the long-term.

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

2021 TSMO Strategy Goals

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



Table 1. Draft Goals

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

Memorandum

Date: July 28, 2021

To: Caleb Winter, Metro and Scott Turnoy, ODOT

From: Briana Calhoun, Kara Hall, and Chris Grgich, Fehr & Peers

Subject: Objectives for the 2021 Transportation Systems Management and Operations Strategy

PT20-0045 ODOT Key 21411

Introduction

Metro, the Oregon Department of Transportation (ODOT), and their partner agencies are collaborating to develop the 2021 Regional Transportation Systems Management and Operations Strategy (2021 TSMO Strategy).

The 2021 TSMO Strategy will position the region to collaboratively manage the transportation system in a rapidly changing environment while achieving regional goals such as safety, equity, vibrant communities, shared prosperity, and a healthy environment.

This memorandum introduces the objectives developed for the six goals of the 2021 TSMO Strategy. The objectives, presented below, are the first step in defining how the region will achieve the goals. Development of the objectives will be followed by the identification of Performance Metrics, Targets, and Actions.



2021 TSMO Strategy Goals

With input from the Stakeholder Advisory Committee, the Project Management Team (PMT), and Metro staff, six goals were drafted for the 2021 TSMO Strategy. The goals, which provide strategic direction for collaboration, network operation, and investment decisions to make progress toward the vision for the next 10 years are presented in Table 1. See Table A1, included as an attachment to this memorandum, for more detail on how the six goals align with other regional plans and contribute to consistent policy within the region.

Table 1. 2021 TSMO Strategy Draft Goals

2021 TSMO Strategy Goals
<i>Free from Harm:</i> Create a transportation system where all users are free from harm.
<i>Regional Partnerships/Collaboration:</i> Collaborate as effective stewards of the transportation system.
<i>Eliminate Disparities:</i> Eliminate the disparities in the transportation system experienced by black, indigenous, (and) people of color and low income individuals.
<i>Connected Travel Choices:</i> Connect all people to the goods, services, and destinations they need through a variety of travel choices.
<i>Reliable Travel Choices:</i> Provide a transportation system that is reliable for all users.
<i>Prepare for Change:</i> Manage the system to be agile in the face of growth, disruptions, and changing technology.

2021 TSMO Objectives

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

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

This review of other regional and statewide plans served as a source of example policies and facilitated a comparison between existing policy and objectives to confirm that objectives being developed for the 2021 TSMO Strategy contribute to consistent policy within the region and state. To see how existing policies and objectives align with the goals for the 2021 TSMO Strategy see **Tables B1-3** in **Attachment B**.

The draft objectives, presented below, were informed by input from the Stakeholder Advisory Committee (SAC) through two workshops. Each workshop focused on three goals and provided the opportunity for the SAC members to collaborate and draft objectives for each goal. This input was then compiled by Fehr & Peers to develop draft objectives that capture the key themes that emerged during the SAC workshop.

The final objectives will reflect collaboration with Metro Staff and the PMT before being presented back to the SAC.

Free from Harm

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

Regional Partnerships/Collaboration

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

Eliminate Disparities

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

Connected Travel Choices

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

Reliable Travel Choices

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

Prepare for Change

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

Table A1. Goals Summary

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



Table B1. 2010 Regional TSMO Plan

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

Expand traffic surveillance and transportation system condition data collection capabilities.	Traveler Information	4
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Table B2. 2018 Metro Regional Transportation Plan

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



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



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



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



Table B3. Oregon Transportation Plan

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



Table B3. Oregon Transportation Plan

2021 TSMO Strategy Goals	OTP Policy	OTP Goal	Objective #
	Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.	Communication, Collaboration, and Coordination	2
	Identify and advance opportunities to share data resources and collection methods.	Communication, Collaboration, and Coordination	3
	Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.	Communication, Collaboration, and Coordination	4
Eliminate the disparities in the transportation system experienced by black, indigenous, (and) people of color and low income individuals.	Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay	Mobility	3
	Enhance access to education and employment via public transportation.	Community Livability and Economic Vitality	1
	Promote the use of public transportation to foster greater community livability	Community Livability and Economic Vitality	3
	Engage populations recognized as transportation disadvantaged in public transportation service decision making.	Equity	1
	Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.	Equity	2
	Identify disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	3
	Address the disparities, barriers, and needs that impact people’s ability to access and use public transportation.	Equity	4
	Integrate equity criteria into funding decisions.	Equity	5
Connect all people to the goods, services, and destinations they need through a variety of travel choices.	Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.	Mobility	2
	Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.	Accessibility and Connectivity	3
	Increase household and job access to current and planned frequent transit service.	Community Livability and Economic Vitality	3
	Increase household and job access to planned regional bike and walk networks.	Community Livability and Economic Vitality	4



Table B3. Oregon Transportation Plan

2021 TSMO Strategy Goals	OTP Policy	OTP Goal	Objective #
Provide a transportation system that is reliable for all users.	Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.	Land Use	1
	Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.	Accessibility and Connectivity	2
	Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.	Equity	1
	Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.	Equity	2
	Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.	Equity	3
	Reduce incident clearance times on the region’s transit, arterial and throughway networks through improved traffic incident detection and response.	Equity	4
	Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.	Equity	6
	Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.	Equity	7
Operate the system to be resilient to growth and disruptions.	Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.	Health	3
	Protect fish and wildlife habitat and water resources from the negative impacts of transportation.	Safety and Security	1
	Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.	Safety and Security	3
	Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.	Land Use	6
	Reduce vehicle miles traveled per capita.	Land Use	3
	Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.	Land Use	4
	Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.	Communication, Collaboration, and Coordination	2

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Appendix D

Performance Measures Memo

Memorandum

Date: September 22, 2021

To: Caleb Winter, Metro and Scott Turnoy, ODOT

From: Briana Calhoun, Kara Hall, and Chris Grgich, Fehr & Peers

Subject: DRAFT Performance Measures for the 2021 Transportation Systems Management and Operations Strategy

PT20-0045 ODOT Key 21411

Introduction

Metro, the Oregon Department of Transportation (ODOT), and their partner agencies are collaborating to develop the 2021 Regional Transportation Systems Management and Operations Strategy (2021 TSMO Strategy).

The 2021 TSMO Strategy will be a key tool for implementing the Regional Transportation Plan and position the region to collaboratively manage the transportation system in a rapidly changing environment while advancing the RTP priorities for safety, equity, vibrant communities, shared prosperity, congestion management, and a healthy environment.

This memorandum introduces the performance measures developed for the six goals and 24 objectives for the 2021 TSMO Strategy. These performance measures make up the path the TSMO strategy will follow to achieve its vision, goals, and objectives. Development of the performance measures will be followed by the identification of targets to reach in ten years, and then discussions of supportive actions.



2021 TSMO Strategy Performance Measures

Seven performance measures were identified that will be used to measure progress toward the six goals and 24 objectives:

- VMT per Capita
- Number of Crashes by Severity
- Buffer Index
- Agency Collaboration and Communication Events

- System Connectivity
- Targeted TSMO Investments
- Timely Traveler Information

Rather than identifying a performance measure for each objective, these seven will help Metro to measure how well the TSMO strategy is advancing its goals without becoming a burden to track and report. Several of these measures are not restricted to TSMO planning but are broader indicators for the transportation system as a whole. The TSMO actions identified in the next steps of this process are ones that will be able to move the needle on these measures and indicate progress towards meeting the Strategy's goals.

The following section provides for each measure:

- A brief definition
- Which of the six TSMO goals the measure supports
- The key performance indicators (KPIs) that would be regularly tracked and reported by Metro.
- How these KPIs can be an indicator or proxy for other measures that will not be tracked or are outside of the scope of TSMO, and how they may relate to other measures in the document. Many measures are shown to correlate in a positive direction or negative direction to another measure. We refer to these as Direct (positive or upward) or Inverse (negative or downward)
- Related measures that are recommended for Metro and other agencies to consider tracking or do not have data available at this time.
- Whether the measure is already being used in other regional planning or monitoring efforts.

Vehicle Miles Traveled (VMT) per Capita

Vehicle Miles Traveled (VMT) per capita is a measure of the average number of auto miles driven per person within a given geography.

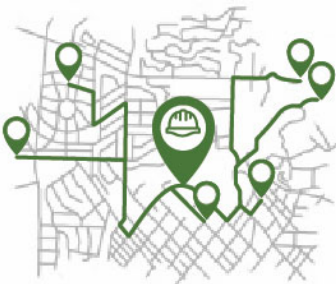


Key Performance Indicators

Regional VMT per Capita. Regional VMT measures how much travelers are driving in the region. The measure is related to air toxins and greenhouse gas emissions, but does not account for vehicle electrification. Historically, VMT responded to economic changes (as the economy grew, so did VMT). However, as gas prices rose in 2008, VMT and the economy began to separate. VMT is still related to economics, and can represent upward economic movement, but new technology, higher seat utilization, and greater mobility choices can help reduce overall VMT, reducing recurring and non-recurring congestion. VMT can also be measured by geography determining an area’s VMT generation and exposure.



VMT Exposure per Capita by Census Block Group. Exposure to VMT can result in increased air toxin exposure and higher crash risk. Historically, major routes have been constructed in BIPOC and Low-Income neighborhoods, disproportionately exposing those communities. Measuring VMT exposure tracks these impacts.



VMT Generation per Capita by Census Block Group. VMT generation can show that an area has grown economically, is attracting more employment, or that households that were transit dependent have the ability to choose an auto. VMT generation maybe much higher in locations where households own multiple vehicles, or in central business districts. Measuring generation by area will help identify what improvements are needed where.

Relationships

- Directly related to economic activity.
- Inversely related to the use of non-auto modes such as walking, biking, and transit.
- Directly related to crash risk.
- Directly related to the volume of cut through traffic.
- Inversely related to seat utilization.
- Directly related to total tailpipe air toxins and greenhouse gases.

Regional Use

This measure is used by numerous agencies, including Metro and PBOT¹, with the long-term target to reduce VMT in the region.² The Oregon Transportation Planning Rule (TPR) establishes VMT reduction targets for Transportation System Plans and Metro’s Regional Transportation Plan (RTP) established a target of 10% reduction in VMT by 2040. VMT is currently not being reported by Transportation Analysis Zone³ or Census Block. Additional work is needed to determine exposure and generation by these metrics.

¹ Portland’s TSP Policy 9.49.c aims to reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average, by 2035.

² Greater Portland Area Daily VMT Per Capita 1990-2020: <https://www.oregonmetro.gov/transportation-system-monitoring-daily-vehicle-miles-travel>

³ A Transportation Analysis Zone (TAZ) is a unit of geography used in transportation planning and transportation models for aggregating traffic related data.

Number of Crashes by Severity

The number and rate of crashes by severity is a measure of transportation safety.



Key Performance Indicators

Total Crashes per Million Vehicle Miles Traveled (MVMT) and per 100,000 Capita. Metro’s Safety Strategy aims to eliminate serious crashes (crashes with life-changing injuries or fatalities) by 2035. Crashes on the transportation network cause non-recurring congestion, and fatal and serious injury crashes result in longer incident response times with sustained impacts. The TSMO Strategy aims to reduce harm and reduce the non-recurring congestion created by crashes by improving the safety of the system overall. Therefore, tracking total crashes should be evaluated in the following subsets:

- Crash rate by severity (crashes/MVMT/per 100,000 capita)⁴.
- Crash rate by mode (crashes/MVMT/per 100,000 capita).
- Crash frequency of fatal, pedestrian, and bicycle related crashes (number of crashes).
- Ratio of crashes that occur in equity focus areas to total regional crashes (percent) by severity.

Exploratory Metrics

Crash Demographics. Current crash demographics are not readily available.⁵ Metro’s Safety Strategy identifies that “Traffic deaths are increasing and are disproportionately impacting people of color, people with low incomes and people over age 65.” This metric would improve the region’s understanding of the disproportional impacts of crashes, and how to correct them.

Crash Risk. Crash analysis is currently conducted using historical data and is therefore reactive. Technology and data sources are available to identify locations of increased crash risk before crashes occur but can be costly and privately owned. ODOT has recently conducted research on crash risk factors⁶ and these findings could be incorporated into future crash metrics. This metric would help the region be proactive in transportation safety improvements.

Secondary Crashes. Secondary crashes are those that occur at the scene of the original crash or in the queue, even in the opposite direction. Current crash reporting documents do distinguish between a primary and secondary crash. This metric would help Metro measure the region’s ability to manage, clear, and reopen facilities following an incident.

Average Miles Biked or Walked. Pedestrian and Bicycle miles traveled are lower than the total vehicle miles traveled. Therefore, when evaluating pedestrian and bicycle crash rates per miles traveled data on the average trip length or total miles walked or biked, better correlates than the total miles traveled by vehicles in the region. A data source for this measurement needs to be researched and determined for this work. These could include traveler surveys or data from a third-party provider.

Relationships

- Inversely related to disproportional impacts of transportation on neighborhood safety.
- Directly related to the number BIPOC and people with lower incomes seriously injured or killed while using the transportation system.
- Directly related to the number of non-recurring congestion events related to crashes.
- Directly related to the amount of resources needed for incident management.

Regional Use

⁴ Consistent with the Regional Transportation Safety Strategy’s annual reporting (see Chapter 6 Measuring Progress).

⁵ Demographics are not reported in ODOT crash reports. NHTSA Fatality Analysis Reporting System (FARS) include race and ethnicity, analyzed in ODOT’s memo on Pedestrian Injury and Social Equity in Oregon: https://www.oregon.gov/odot/Safety/Documents/Pedestrian_Safety_and_Social_Equity.pdf

⁶ NCHRP 20-44(13) Implementation of NCHRP Research Report 893: The Oregon DOT Statewide Pedestrian and Bicycle Plan. <http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-44-13FinalReport.pdf>



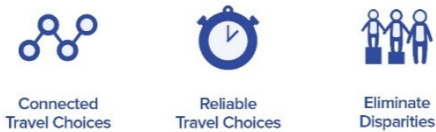
Metro reports traffic fatalities and serious injuries regionally and by equity focus area in an annual safety performance report⁷ and the Metro Regional Transportation Plan and Regional Transportation Safety Strategy targets eliminating all fatalities and serious injury crashes by 2035. The City of Portland's Transportation System Plan aims to eliminate deaths and serious injuries for all who share Portland streets by 2025⁸. While demographics are not reported in the existing DMV crash reports, the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) includes race and ethnicity.

⁷ <https://www.oregonmetro.gov/sites/default/files/2021/03/04/Metro-safety-annual-performance-report-2015-2019.pdf>

⁸ TSP Policy 9.49.a https://www.portland.gov/sites/default/files/2020-05/chapter2.tsp_03.06.2020.pdf

Buffer Index

The extra time a traveler adds to their trip (buffer) to ensure on-time arrival.



Key Performance Indicators

Buffer Index. Travel time reliability is measured by taking the ratio of the longest to shortest duration trips for trips of the same distance on the network. Buffer index measures is the variability between 90th-percentile and 10th-percentile or run time for transit, or between the 95th percentile and average travel time for vehicles⁹, as calculated by the following equation:

$$\frac{90th-Percentile - 10th-Percentile}{10th-Percentile} = Transit\ Buffer\ Index\ (\%)$$
$$\frac{95th-Percentile - 50th-Percentile}{50th-Percentile} = Vehicle\ Buffer\ Index\ (\%)$$

A higher percent value indicates a higher degree of variability during congested hours. Buffer index can measure by mode, and the TSMO strategy will report on changes to Transit Buffer Index and Vehicle Buffer Index:

- Transit Buffer Index for Frequent Bus Routes & Light Rail¹⁰
- Transit Buffer Index for BIPOC and Low-Income Service Routes
- Vehicle Buffer Index for Throughway Segments and Major Arterials¹¹
- Freight Buffer Index for Regional Intermodal Connectors¹²

Relationships

- Directly related to the reliability of transit routes and on time performance.
- Directly related to congested areas that delay transit.
- Directly related to transit run time variability
- Directly related to the reliability of routes in a corridor.
- Inversely related to elapsed total time in which responders are able to clear incidents from roadways, railroads and transit tracks.

Regional Use

ODOT reports buffer time in their traffic performance report¹³, with breakdowns by time of day and for major highway corridors designated as Throughway in the Metro Regional Transportation Plan. They also report the average and percentile travel times on key ODOT facilities as part of their TSMO performance measures¹⁴.

TriMet reports on-time performance for their vehicles¹⁵, and the Enhanced Transit Concept from PBOT includes peak delay and run time variability as key performance measures for enhanced transit. Metro reports excessive delay and travel time reliability in their regional barometer¹⁶, and the City of Portland

⁹ FHWA recommends a number of reliability metrics including the ones listed above.
https://ops.fhwa.dot.gov/publications/tt_reliability/ttr_report.htm

¹⁰ As defined by TriMet, Frequent Service bus lines and MAX Light Rail run every 15 minutes or less most of the day, every day. <https://trimet.org/schedules/frequentservice.htm>

¹¹ [Throughways](#) and Major Arterials are defined on the RTP Motor Vehicle Network Map:
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=9057331682354a188ecec2688071239f>

¹² As defined in Chapter 3 the Metro RTP (2018) and Metro Regional Freight Strategy (2018).
<https://www.oregonmetro.gov/sites/default/files/2019/09/20/Regional-Freight-Strategy-FINAL-091919.pdf>

¹³ <https://www.oregon.gov/ODOT/Projects/Project%20Documents/2018TrafficPerformanceReport.pdf>

¹⁴ https://www.oregon.gov/odot/Maintenance/Documents/ITS%20Plans%20and%20Reports/ODOT-Operations%20Program%20Performance%20Management%20Plan-June%202021_r6.pdf

¹⁵ TriMet’s FY 2021-2025 Business Plan has a target of time performance of 85% for bus, 90% for Max, 93.5% for LIFT, and 95% for WES for FY2022. They also have a target that the on-time performance on minority and low-income lines is better than or within 5 percent of non-minority and non-low income lines
<https://trimet.org/about/dashboard/index.htm>

¹⁶ <https://regionalbarometer.oregonmetro.gov/pages/transportation-reliability>

reports truck minutes of delay and the ratio of congested speed to posted speed in the Freight Master Plan.

Agency Collaboration and Communication Events

How often agency staff are collaborating and communicating progress towards TSMO Goals.



Key Performance Indicators

Percent of Public Engagement Activities that Involved BIPOC, Low Income, and Historically Marginalized Communities. Metro and their agency partners develop transportation solutions that serve the entire community. The solutions aim to correct historically disproportional impacts to BIPOC and Low-Income neighborhoods. This relies on creating meaningful opportunities for these communities to participate in the decision making.

Percent of Agencies Reporting & Sharing Data Metrics Annually. Data sharing is vital to collaboration across jurisdictional boundaries. Data should easily be available and in stored a central system (like the PDX Data Portal) to public and agencies within the region.

Average number of agencies and community groups involved in completed TSMO projects. Agency involvement is defined as participation in a management team, stakeholder groups, and/or technical reviews.

Exploratory Metrics

Number of Coordination Events and Number of Agencies Involved. Coordination between agencies can take a variety of forms. Making connections across departments and agency boundaries deepens the level of knowledge and empathy for the work and challenges staff face across the region. Coordination events build relationships and communication paths that lead to information sharing that allow agencies to be more agile and responsive in a rapidly changing environment.

Relationships

- Directly related to documenting agreed upon data standards, data collection and active (i.e., time-based) data sharing
- Directly related to improved collaboration & coordination.
- Coordination events can be inter-agency, or intra-agency across department lines

Regional Use

No regional agencies use this metric at this time. Federal Highway Administration Operations offers Capability Maturity Frameworks¹⁷ and supports collaboration through regional workshops. Several agencies have public involvement plans or policies, and TransPort is a regularly well attended meeting.

¹⁷ FHWA Capability Maturity information and links: <https://ops.fhwa.dot.gov/publications/fhwahop16031/index.htm>

System Connectivity

How complete and connected the infrastructure system is for each travel mode.



Key Performance Indicators

Percent of Signals with Communications. Installing communications across signals allows for connection to a central signal system, improved data collection, and signal management and operations. These connections should be prioritized for signals on regional important routes, including:

- Frequent service bus lines
- Arterials serving equity focus areas¹⁸
- Throughway Segments and Major Arterials
- Regional IntermodalConnectors

Connectivity Index of Infrastructure. A connectivity index is the comparison of 30-minute travel shed on the existing network as compared to an ideal grid network. A high connectivity index represents redundancy in the transportation network that can reduce the impacts of unforeseen events and the non-recurring congestion those events can cause. For examples, a high connectivity index for bicycles represents an alternative route when trails are flooded, or bridges are raised. A high connectivity index for vehicles could present shorter trips through neighborhoods, or alternative routes in regions impacted by natural disasters such as forest fire or mudslides. Connectivity Index should be measured mode and geography, including:

- for active transportation modes (pedestrian, bicycle) by route level of stress;
- for vehicular modes; and
- measured by census block, breaking out equity focus areas, regional centers, and town centers.

Percent of Households and Employers within 10-minute Walk or Bike Travel Shed from Transit.

This measurement determines how easily travelers can access and interface with transit by low-stress bicycle and walking routes. The 10-minute walk or bike travel shed shows how far from transit a traveler can live but still have reasonable access to the system. The walk and bike travel shed connectivity using the existing system, assuming travelers are only able to use identified low-stress and accessible bike and walking routes. The metrics should be measured by census block, and affordability breaking out equity focus areas, regional centers, and town centers.

Relationships

- Indirectly related to sidewalk and bicycle system gaps.
- Directly related to access to transit, jobs, and services.
- Directly related to miles of infrastructure by mode in Equity Focus Areas where field devices are connected to centers.
- Directly related to systems infrastructure such as bicycle, pedestrian, and transit signal priority or stop amenities.
- Directly related to walking and biking network completeness
- Directly related to geographic transit coverage

Regional Use

¹⁸ <https://www.oregonmetro.gov/sites/default/files/2019/03/13/Transportation-Equity-Evaluation-Final-3.12.19.pdf>



The Metro RTP has specific targets for system completeness¹⁹. TriMet's Business Plan also has targets for the percent of housing and employment within walking distance of transit²⁰. ODOT's Operations Program Performance Management Plan aims to connect all ODOT signals by 2026.

¹⁹ The 2018 RTP target for system completeness is to complete 100 percent of the regional network of sidewalks, bikeways and trails by 2040.

²⁰ The FY2021-2025 target is that the percentage of housing development and employment within walking distance of MAX, Division Transit Project, and Frequent Service bus is greater than or equal to the previous year.



Targeted TSMO Investments

How investments are distributed regionally and on key corridors for modal efficiency.



Key Performance Indicators

Percent of TSMO Investments benefiting key corridors. Where TSMO investments are made is an indication of who is benefiting from the efficiencies that result from this strategy. To ensure those efficiencies are realized in an equitable way, and to match the priorities and values of the region, the distribution of the investments should be measured through the life of the strategy. This strategy will track where investment benefit the following types of corridors as defined by other regional plans.

- Regional Emergency Transportation Routes²¹
- Enhanced Transit Corridors²² & Frequent Bus Routes²³
- Equity Focus Areas
- Regional Intermodal Connectors
- Throughway Segments and Major Arterials

Relationships

- Directly related to increasing reliability, access, and safety on intermodal connectors and other freight routes
- Directly related to economic gains from greater freight access
- Directly related to truck drivers finding places to park for required rest periods²⁴
- Directly related to collaboration across jurisdictions as Mobility Corridors cross jurisdictional boundaries and connect cities and counties.
- Directly related to transportation operator’s ability to integrate corridor management²⁵
- Directly related to an equitable distribution of resources and ensuring that Equity Focus Areas are receiving equal or greater investment than the regional average.
- Directly related to resiliency of key facilities such as bridges
- Directly related to preparation for short- and long-term disruptions
- Directly related to improving reliability for high frequency transit
- Directly related to transit signal priority investments

Regional Use

No regional agencies use this metric at this time, though Metro’s Regional Flexible Funding Allocation evaluates projects in part based on whether they develop specific arterial freight routes or make improvements on a travel corridor.

²¹ <https://rdpo.net/emergency-transportation-routes>
²² PBOT’s Enhanced Transit Corridors documentation. <https://www.portlandoregon.gov/transportation/73684>
²³ The RTP Regional Transit Network concept is section 3.6.2
²⁴ Oregon Commercial Truck Parking Study in 2020: <https://www.oregon.gov/odot/Projects/Pages/Commercial-Truck-Parking-Study.aspx>
²⁵ An example is the I-84 Multimodal ICM study: <https://www.oregonmetro.gov/multimodal-integrated-corridor-management>



Timely Traveler Information

How effectively information is being relayed to travelers to reduce delay associated with planned or unexpected events.



Key Performance Indicators

Percent of transit shelters with functional real-time arrival displays. Travelers without access to smart phones or on-line data sources at bus stop locations may not be aware of transit delays or missed buses. Shelters are installed at high frequency and high ridership locations as identified by the transit operators. Ensuring these locations have on-time arrival displays can provide travelers with needed information. Ensuring that these displays are functional and continue to operate is key to ensuring the maintenance of the system moving forward. These should be reported as a total for the region and for equity focus areas.

Number of Agencies with a Traveler Information System (TIS) plan. Metro and their partner agencies regularly provide information to the public around both planned and unexpected incidents. The creation of a TIS plan will help agencies to be prepared to rapidly distribute information to travelers about detours, closures, and hazardous conditions. The plan should at a minimum include standards for communication in a variety of languages and an equitable variety of communication channels.

Exploratory Metrics

Non-recurring delay associated with incidents. It is currently difficult to quantify and report non-recurring delay that is associated with specific incidents such as a crash. Exploring new data sources that can measure this delay would enable Metro to better understand whether their travel notifications are successful rerouting drivers and what share of delay is associated with recurring versus non-recurring congestion.

Data Sharing with Connected & Automated Vehicles (CAV), Smart Phones, and Mobility Devices. CAV technology enables a new level of traveler communication through in-vehicle data sharing. That data sharing also extends to specific Smart Phone apps, and other smart mobility devices. Applications include Mobility on Demand, Mobility as a Service, on-board notifications of traffic incidents, dangerous queues, or other roadway hazards. Mobility data can also be used to identify and report hard braking and other behaviors related to unexpected delays and non-recurring congestion. These data sources should be researched, with specific attention given to impacts to equity, safety, reliability, and cost.

Number of Buildings in Town Centers and Regional Centers with Real Time Traveler Information. Several third-party vendors provide systems with real time traveler information that is often available through smart phone applications or other mobility devices. Not all travelers have access to smart phones or other personal mobility technology, therefore providing real time traveler information can help notify travelers of conditions of closures before they begin their journey.

Relationships

- Directly related to the non-recurring congestion associated with both planned and unexpected events.
- Directly related to traveler happiness and comfort using the system.

Regional Use

TriMet’s Business Plan includes a key strategic action to “implement enhanced information to customers through technology advances and communications strategies”, which includes expanding digital



information displays at stops and on-board transit vehicles²⁶. ODOT reports four performance measures for traveler information: number of people visiting ODOT communication outlets, ATIS notification delay, major incidents with no message (ATIS), and critical station on-time report²⁷.

²⁶ https://trimet.org/businessplan/pdf/TriMet_BusinessPlan_FY21_FINAL.pdf

²⁷ https://www.oregon.gov/odot/Maintenance/Documents/ITS%20Plans%20and%20Reports/ODOT-Operations%20Program%20Performance%20Management%20Plan-June%202021_r6.pdf

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Appendix E

Actions Memo

Memorandum

Date: September 22, 2021

To: Caleb Winter, Metro and Scott Turnoy, ODOT

From: Briana Calhoun, Kara Hall, and Chris Grgich, Fehr & Peers

Subject: DRAFT Actions for the 2021 Transportation Systems Management and Operations Strategy

PT20-0045 ODOT Key 21411

Introduction

Metro, the Oregon Department of Transportation (ODOT), and their partner agencies are collaborating to develop the 2021 Regional Transportation Systems Management and Operations Strategy (2021 TSMO Strategy).

The 2021 TSMO Strategy will be a key tool for implementing the Regional Transportation Plan and position the region to collaboratively manage the transportation system in a rapidly changing environment while advancing the RTP priorities for safety, equity, vibrant communities, shared prosperity, congestion management, and a healthy environment.

This memorandum introduces the actions developed for the 2021 TSMO Strategy. These actions are the final step in the strategy creation and lay out practical, concrete steps for Metro and the regional partners to undertake during the ten year timeframe of the plan to meet the TSMO goals.



Development of the Actions

The project team worked with the stakeholders to develop and evaluate several actions related to the identified objectives for the project. To begin, a list of actions was developed to accomplish each of the strategy's objectives. This draft list of actions was refined by working with the stakeholder group. They stake holders were also given 3 votes actions related to each goal, in order to help the group determine the priority of actions given limited resources. The group also had the option to rewrite, remove, and or add to the actions initially drafted.

The process led to nearly 100 draft actions for the strategy. The stakeholder group noted that several of these actions were related, redundant, or supported each other. Following the stakeholder workshops, the project team then resorted the draft actions that were similar or redundant, to create a single overall action that included the aspects of the smaller more pointed actions. This was accomplished by physically cutting and pasting the actions into groups, listing what objectives each sub-action was meant to accomplish. Figure 1 shows some key points of the refinement process.

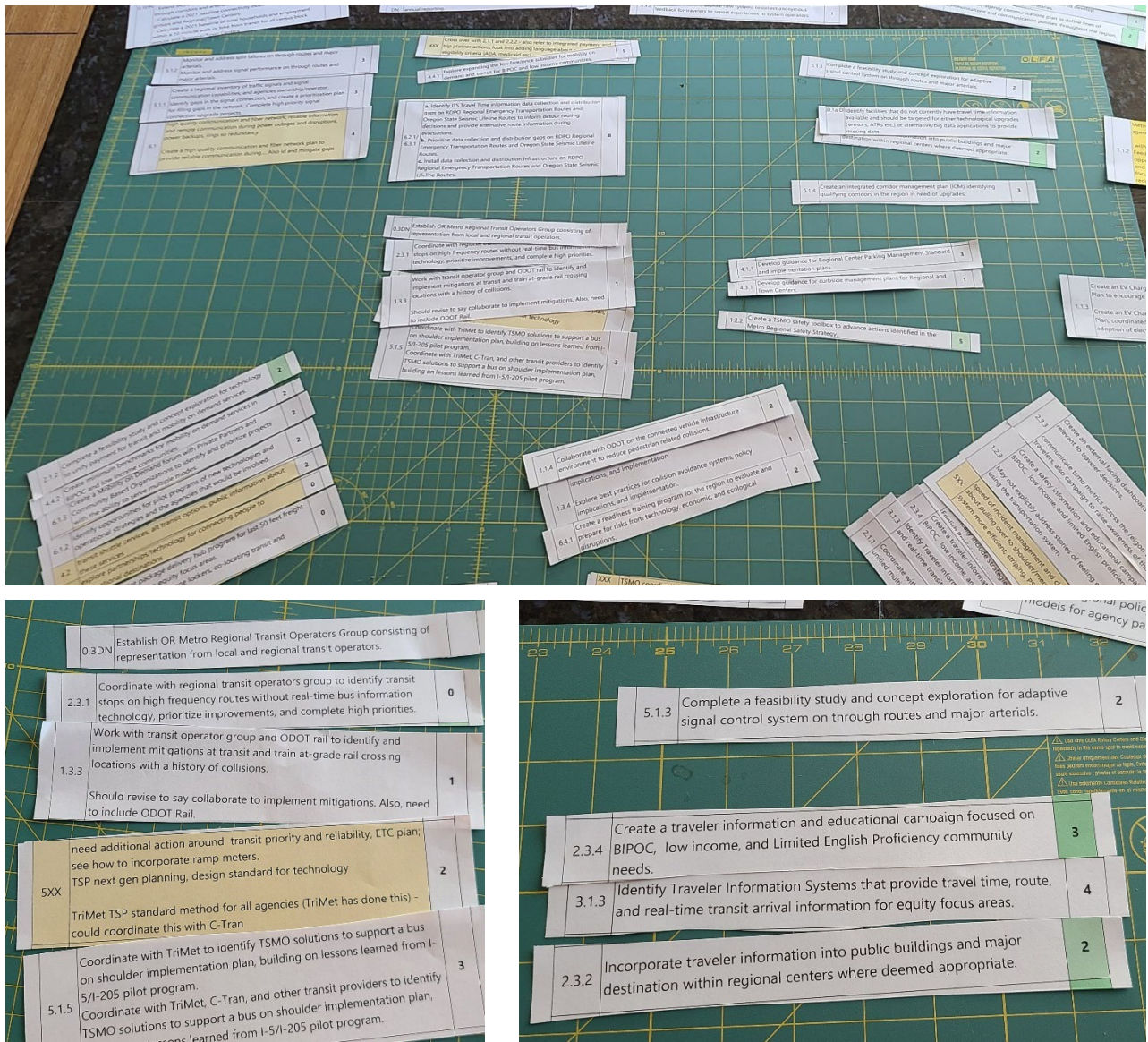


Figure 1: TSMO Action Development Process

These actions continued to be refined with input from TransPort, agency partners, and Metro staff.

2021 TSMO Strategy Actions

21 TSMO Actions were identified by the Regional TSMO Stakeholders. These actions were sorted into:

- Planning
- Concepts, Capabilities, & Infrastructure
- Listening & Accountability
- Data Needs

Each action was given a priority and completion timeline, as well as an agency that would track and report the action progress over the life of the plan.

These actions are meant to be a starting direction for the Regional TSMO Strategy. Over the course of the plan, if progress is not being measured on the strategy's objectives, the actions should be revised to better meet the region's needs.

The TSMO Strategy Actions are:

1. Establish TSMO performance measures baseline.
2. Inventory and manage regional signal and ITS communication infrastructure.
3. Develop a Mobility on Demand strategy and policy.
4. Manage transportation assets to secure the network.
5. Pilot Origin-Destination data to prioritize TSMO investments.
6. Track and prioritize TSMO Investments in BIPOC and low-income communities.
7. Continue freight technology and ITS deployment.
8. Facilitate Ground Truthing of Emerging Technologies.
9. Establish a Regional Transit Operators TSMO Group.
10. Unify and standardize fare subsidies for transit and MOD.
11. Develop an ITS travel time Information Data Collection and Distribution Plan for RDPO Regional Emergency Routes.
12. Explore new TSMO data sources.
13. Create a community listening program.
14. Create continuous improvement process for existing and new signal systems and related performance.
15. Deploy regional traveler information systems.
16. Implement Integrated Corridor Management and mainstream into corridor planning.
17. Create a TSMO Safety Toolbox.
18. Participate in regional public outreach to assist in guiding, listening, and learning through TSMO-focused conversations.
19. Improve TSMO data availability to aid in traveler decisions and behavior.
20. Plan for and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure.
21. Update the Regional ITS Architecture.



1. Establish TSMO performance measures baseline.

Planning	
<p>Action Description:</p> <p>Create a baseline for measuring regional TSMO performance and advancement by:</p> <ul style="list-style-type: none">• Mapping regionally significant routes as identified in other Metro planning documents where TSMO Metrics will be reported. These should include state routes, freight routes, transit routes, emergency transportation routes, and Mobility Corridors.• Summarize findings from TSMO project before/after studies.• Establish a standard calculation for VMT exposure and generation by census block and calculate a baseline for census blocks within the region.• Extend bicycle and pedestrian Level of Traffic Stress (LTS) threshold and inventory existing LTS for through corridors and arterials.• Calculate a 2021 baseline connectivity index for all census block groups, downtowns (Regional and Town Centers) and main streets, informed by community-identified barriers to connectivity.• Calculate a 2021 baseline of total households and employment within a 10-minute walk or bike from transit for all census block groups and Regional/Town Centers.• Identify gaps on routes where travel time information is needed for calculating reliability (e.g., buffer index).	<p>Priority:</p> <p>Low: required but not urgent (SAC did not vote on this item)</p> <p>Timeline:</p> <p>Near: 2021-2023; in coordination with RTP update</p> <p>Tracked by:</p> <p>Metro and ODOT</p>
<p>Further Objectives:</p> <p>This data is needed to track the identified TSMO performance metrics.</p>	
<p>References to other Plans and Projects:</p> <p>Subcontract: NCHRP 17-87 Enhancing Pedestrian Volume Estimation and Developing HCM Pedestrian Methodologies for Safe and Sustainable Communities</p>	



2. Inventory and manage regional signal and ITS communication infrastructure.

Concepts, Capabilities, and Infrastructure

Action Description:

- Create a regional inventory of traffic signal capabilities by location and operator (e.g., connected to central signal system, utilizing Next Generation Transit Signal Priority, serving freight, sensing bike and ped movements).
- Using the inventory, plan for a high quality, reliable, and redundant signal communication network by identifying gaps and prioritizing projects.
- Upgrade traffic signals and communication networks on regionally significant corridors to meet the needs of advanced applications such as Next-Generation Transit Signal Priority (NextGen TSP) and Automated Traffic Signal Performance Measures (ATSPM) that require Advanced Transportation Controllers (ATCs) and fiber optic communication.
- Monitor and address signal performance on regionally significant corridors by identifying performance issues such as freight delay, transit delay, or high pedestrian and bicycle traffic stress.

Priority:

10 Stakeholder Advisory Committee (SAC)
High – to ensure the benefits of Next Generation Transit Signal Priority are extended region-wide

Timeline:

Ongoing
Milestone: September 2022
Division Transit Project

Tracked by:

PBOT (TransPort’s Central Signal TransPort Subcommittee) – led by Chair

Further Objectives:

- 5.1) Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.2) Manage projects and resources to be responsive to changes in land use planning and growth patterns.

References to other Plans and Projects:

- [Road User Understanding of Bicycle Signal Faces on Traffic Signals](#)
- [Improved Safety and Efficiency of Protected/Permitted Right Turns in Oregon](#)
- [Improving Walkability Through Control Strategies at Signalized Intersections](#)
- [Addressing Bicycle-Vehicle Conflicts with Alternate Signal Control Strategies](#)
- [Incorporating Pedestrian Considerations into Signal Timing](#)
- [Operational Guidance for Bicycle-Specific Traffic Signals](#)



3. Develop a Mobility on Demand strategy and policy.

Planning

Action Description:

Create a Regional Mobility on Demand (MOD) Working Group consisting of agency staff, transportation demand management non-profits (e.g., Transportation Management Associations), private partners, university researchers, and community---based organizations to:

- Build on existing regional policy conversations in support of mobility partnerships, and technology solutions for last-mile connections.
- Participate in expanding access through micro-freight delivery (curb side delivery such as on-line purchases, food delivery apps, etc.).
- Coordinate with parking managers to improve operations particularly in downtowns and along main streets (e.g., Regional and Town Centers).
- Examine benchmarks set for shared mobility services (such as the [PBOT Scooter Policy](#)) by partner agencies and establish regional minimum level of service benchmarks for MOD service in equity focus areas connecting to opportunities, BIPOC, and low-income communities.
- Evaluate unified payment strategy and related policies, including congestion pricing, as they function to provide demand and system management through MOD, transit and connected travel options.
- Establish a strategy for connecting people to recreational destinations not well served by traditional transit during off-peak service hours.
- Identify opportunities for pilots to connect people to MOD and support them through programs with MOD service providers.
- Develop a pilot package delivery hub program for the "last 50 feet freight delivery", focusing on equity focus areas, incorporating guidance on siting package lockers, and the ability to co-locate with transit and other services.
- Develop communications with travelers to inform more travelers about these choices.
- Establish public-agency person-to-person lines of communication, formal agreements as necessary, pre-planned emergency needs, and information flows supportive of MOD operations.
- Use information flows with forecast models to optimize traveler's experience and MOD operator logistics.

Priority:

10 SAC Votes
High

Timeline:

Near: 2022-2024
Milestone: forming working group

Responsibility:

Metro convenes across planners and operators

Identify appropriate ODOT contacts for tasks to act in a supporting role.

Further Objectives:

- 2.1) Ensure historically marginalized communities and people of color benefit from safety improvements.
- 2.4) Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 4.1) Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
- 4.2) Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.



- 4.3) Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
- 4.4) Increase availability and accessibility of low-cost transportation options in historically marginalized communities.
- 6.1) Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region’s desired land use and transportation outcomes.
- 6.2) Manage projects and resources to be responsive to changes in land use planning and growth patterns.
- 6.4) Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects:

[Evaluation of Portland Shared E-Scooter Pilot Program Goals and Outcomes](#)

[Delivering Packages at Transit Stations: Considering Accessibility and Equity in Site Placement](#)

[New Mobility For All: Can Targeted Information and Incentives Help Underserved Communities Realize The Potential of Emerging Mobility Options?](#)

[Marginalized Populations’ Access to Transit: Journeys from Home and Work to Transit](#)

[NSF Collaborative Research: RAPID: Maintain Mobility and Reduce Infection Through a Resilient Transit and Micromobility System](#)

[National Scan of Bike Share Equity Programs](#)

[Novel Approaches to Model Travel Behavior and Sustainability Impacts on E-Bike Use](#)

[The E-Bike Potential: How E-Bikes Can Improve Sustainable Transportation](#)

[How Technology Can Affect the Demand for Bicycle Transportation: The state of technology and projected applications of connected bicycles](#)

ODOT TripCheck



4. Manage transportation assets to secure the network.

Concepts, Capabilities, and Infrastructure

Action Description:

Secure the network from natural disasters and other disruptions by physically securing the infrastructure, identifying end of life equipment, and replacing it proactively.

Priority:

5 SAC Votes
High

Timeline:

Ongoing

Responsibility:

Individual Agency Responsibilities
(ITS-NMT group TransPort subcommittee), depending on assets included in this task

Further Objectives:

- 2.2) Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 6.3) Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.

References to other Plans and Projects:

[Smart, Shared, and Social: Enhancing All-Hazards Transportation Recovery Plans with Demand Management Strategies and Technologies](#)
[Rapid Transportation Structure Evaluation Toolkit](#)
[Integrate Socioeconomic Vulnerability for Resilient Transportation Infrastructure Planning](#)



5. Pilot Origin-Destination data to prioritize TSMO investments.

Planning

Action Description:

- Identify data sources and obtain Origin-Destination (OD) data to determine the highest use trip pairs in the region, pairs with the greatest trip lengths, pairs with a trip end in an equity focus area, and pairs without existing transit connections for use in planning and project prioritization.
- Use the data to identify TSMO upgrades that benefit multiple modes and are adaptable to emerging technologies (i.e., charging stations for e-bikes and EVs, controller upgrades that allow for varying communication systems).
- Create an active system of OD collection, monitoring, and reporting.

Priority:

7 SAC Votes
Medium

Timeline:

Mid: 2023-2025

Responsibility:

Metro considers pilot with partners
Supportive role for ODOT

Furthers Objectives:

- 4.2) Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.
- 5.2) Expand travel time reliability improvements for people of color and historically marginalized communities burdened with long travel distances.
- 6.1) Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region’s desired land use and transportation outcomes.
- 6.4) Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects:

[Reducing VMT, Encouraging Walk Trips, and Facilitating Efficient Trip Chains through Polycentric Development](#)

[Revisiting TODs: How Subsequent Development Affects the Travel Behavior of Residents in Existing Transit-Oriented Developments](#)



6. Track and prioritize TSMO Investments in BIPOC and low-income communities.

Listening & Accountability

Action Description:

- Create a priority process that listens for TSMO needs, projects, and guides funding allocation to prioritize investments for and/or in BIPOC and people with lower income.
- Review and update TSMO discretionary revenue prioritization to reflect the 2021 TSMO Strategy’s updated goals and objectives.
- Evaluate TSMO prior investments from the last 10 years and identify disparities for BIPOC and low-income communities.
- Identify and multimodal connectivity disparities to target future TSMO investments.
- Track TSMO investments in equity focus areas and report bi-annually.

Priority:

6 SAC Votes
High

Timeline:

Near: 2021-2023
Milestone: RTP Update

Responsibility:

Metro, ODOT, and a third-party

Furthers Objectives:

- 1.4) Ensure people of color and historically marginalized communities can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 3.2) Identify and correct past disparities when planning, operating, and maintaining the transportation system (e.g., transit access, air toxins exposure, allocation of funds).
- 4.2) Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.

References to other Plans and Projects:

[Addressing Changing Demographics in Environmental Justice Analysis, State of Practice](#)



7. Continue freight technology and ITS deployment.

Concepts, Capabilities, and Infrastructure

Action Description:

- Utilize existing and pilot new freight ITS technologies that identifies solutions to optimize freight operations and improve safety on critical corridors, such as optimizing progression for trucks, progress to pilot programs, freight dilemma zone detection and green extension.
- Share TSMO-generated data resources broadly with start-ups and established freight services.

Priority:

2 SAC Votes
Medium

Timeline:

Medium: 2021-2027

Responsibility:

All Agency Operators

Further Objectives:

- 4.3) Connect goods and delivery services to people and businesses by providing for and managing last mile connections for goods delivery.
- 5.3) Manage critical freight corridors to create reliable routes for freight movement between key destinations.

References to other Plans and Projects:

[Delivering Packages at Transit Stations: Considering Accessibility and Equity in Site Placement](#)
[Application of Smart Phone Truck Data for Freight Performance Measures and Transportation Planning](#)
[Real-Time Stochastic Matching Models for Freight Electronic Marketplace](#)
Metro convenes regional freight planning <https://www.oregonmetro.gov/regional-freight-plan> and City of Portland convenes a Freight Committee <https://www.portlandoregon.gov/transportation/54899>.
Safety measures for commercial vehicle drivers now include limitations that can cause issues including semi-trucks parking in undesignated areas. This was studied statewide with recommendations for the Portland region <https://www.oregon.gov/odot/Projects/Pages/Commercial-Truck-Parking-Study.aspx>



8. Facilitate Ground Truthing of Emerging Technologies.

Concepts, Capabilities, and Infrastructure

Action Description:

Respond to community-voiced needs to initiate agency partnerships to test emerging technologies. Consider efforts in context provided by the forthcoming Metro Emerging Trends Study. Consider these as examples, recognizing that more pilots are needed to keep pace with technology advancements:

- Collaborate with ODOT on the connected vehicle infrastructure environment to reduce pedestrian related collisions.
- Explore best practices for collision avoidance systems, policy implications, and implementation.
- Create a readiness training program for the region to evaluate and prepare for risks from technology, economic, and ecological disruptions.
- Identify solutions to changes in growth patterns, travel behavior, and other non-emergency travel trends.
- Partner to increase mobility with electric vehicle (EV) adoption, including e-bikes, shared vehicles, and fleets. EVs relate to connectivity index in equity focused areas, downtowns (Regional and Town Centers), main streets and employment areas.
- Collect and evaluate safety and operational performance metrics for multimodal users (including pedestrians, bicyclists, and transit) through emerging detection technologies
- Partner with regional university transportation research centers in identifying and implementing projects exploring emerging technologies and data sources.

Priority:

7 SAC Votes
Medium

Timeline:

Ongoing
Milestone: Metro Emerging Trends Study

Responsibility:

Washington County, ODOT, PBOT, and Portland State University (PSU) Transportation Research & Education Center (TREC)

Further Objectives:

- 1.1) Manage the transportation system to reduce negative health impacts so that public health risk does not adversely affect people’s mode choice.
- 1.3) Provide a transportation system where human error does not result in serious injury or loss of life.
- 4.4) Increase availability and accessibility of low-cost transportation options in historically marginalized communities.
- 6.1) Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region’s desired land use and transportation outcomes.
- 6.4) Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.



References to other Plans and Projects:

[Exploring Data Fusion Techniques to Derive Bicycle Volumes on a Network](#)

[New Mobility For All: Can Targeted Information and Incentives Help Underserved Communities Realize The Potential of Emerging Mobility Options?](#)

[Integrate Socioeconomic Vulnerability for Resilient Transportation Infrastructure Planning](#)

[Exploring the Use of Crowdsourced Data Sources for Pedestrian Count Estimations](#)

The Federal Highway Administration supports research and innovation at the national level <https://highways.dot.gov/research> and in partnership with FHWA's Oregon Division. This includes testing new devices in the context of the Manual on Uniform Traffic Control Devices (MUTCD). ODOT's Office of Innovation is also leading on connected vehicle technology, road usage charging and more. <https://www.oregon.gov/odot/Programs/Pages/OfficeOfInnovation.aspx>



9. Establish a Regional Transit Operators TSMO Group.

Concepts, Capabilities, and Infrastructure

Action Description:

Establish a Metro Regional Transit Operators TSMO Group as a subcommittee of Transport consisting of representation from local and regional transit operators. Collaborate with the group to:

- Identify transit stops on high frequency routes without real-time bus information technology, prioritize improvements, and complete high priorities.
- Identify and implement mitigations at transit and train at- grade rail crossing locations with a history of collisions.
- Review and Regional NextGen Transit Signal Priority (TSP) projects and develop a coordination standard for deploying TSP throughout the region.
- Coordinate with TriMet to identify TSMO solutions to support a bus on shoulder implementation plan, building on lessons learned from I-5/I-205 pilot program.
- Inform and review speed and reliability project need and solutions.
- Create a standard for reviewing and deploying new technology.

Priority:

6 SAC Votes
High

Timeline:

Ongoing

Responsibility:

TriMet
ODOT has supporting role focused on rail crossings, passenger rail, signal prioritization

Furthers Objectives:

- 1.3) Provide a transportation system where human error does not result in serious injury or loss of life
- 2.3) Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 5.1) Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 5.2) Expand travel time reliability improvements for people of color and historically marginalized communities burdened with long travel distances.
- 5.4) Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects:

[Evaluation of Road User Comprehension and Compliance with Red Colored Transit Priority Lanes](#)
[The Connection Between Investments in Bus Stops, Ridership, and ADA Accessibility](#)



10. Unify and standardize fare subsidies for transit and MOD.

Concepts, Capabilities, and Infrastructure

Action Description:

- Create a policy that includes standardized eligibility criteria with regard for ADA, Medicaid, and other assistance programs. Utilize existing efforts such as the General Transit Feed Specification for Eligibilities and Capabilities.
- Expand low fare/price subsidies to include MOD and transit for BIPOC and low-income communities.
- Evaluate feasibility of implementing City of Portland’s Transportation Wallet pilot program for connecting affordable transportation options with people living in affordable housing.

Priority:

8 SAC Votes
High

Timeline:

Near

Responsibility:

TriMet

Furthers Objectives:

- 2.1) Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 4.4) Increase availability and accessibility of low-cost transportation options in historically marginalized communities.

References to other Plans and Projects:

[New Mobility For All: Can Targeted Information and Incentives Help Underserved Communities Realize The Potential of Emerging Mobility Options?](#)

[Portland’s Transportation Wallet Increases Access to New Mobility Services](#)

[Applying an Equity Lens to Automated Payment Solutions for Public Transportation](#)

[Do Travel Costs Matter?: Using Psychological and Social Equity Perspectives to Evaluate the Effects of a Low-Income Transit Fare Program on Low-Income Riders](#)

TriMet, Metro, ODOT and USDOT have supported grants for improved trip planning for demand responsive transit (DRT). In 2021, two new data specifications were introduced to handle eligibility and service provider capability. <https://github.com/full-path/gtfs-eligibilities>

BIKETOWN offers income based discounts including college students receiving financial aid. <https://www.portland.gov/transportation/news/2021/9/16/biketown-expands-e-bike-service-portland-state-university-students>



11. Develop an ITS travel time Information Data Collection and Distribution Plan for RDPO Regional Emergency Routes.

Concepts, Capabilities, and Infrastructure

Action Description:

- Coordinate with agency partners to identify bottlenecks on RDPO Regional Emergency Transportation Routes, Oregon State Seismic Lifeline Routes and routes lacking redundancy and develop TSMO solutions to address these.
- Model strategies to reduce emergency response times and evacuation scenarios through technology or other actions.
- Create an Emergency Route travel time data collection plan. The plan should:
 - Identify ITS travel time information data collection and distribution gaps on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes to inform detour routing decisions and provide alternative route information during evacuations.
 - Prioritize data collection and distribution gaps on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes.
 - Install data collection and distribution infrastructure on RDPO Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes.

Priority:

8 SAC Votes
Medium

Timeline:

Mid: 2023-2028

Responsibility:

ODOT

Furthers Objectives:

- 6.2) Manage projects and resources to be responsive to changes in land use planning and growth patterns.
- 6.3) Minimize long term disruptions to the transportation system by creating resiliency to climate change and economic shifts.

References to other Plans and Projects:

[Integrate Socioeconomic Vulnerability for Resilient Transportation Infrastructure Planning](#)

[Rapid Transportation Structure Evaluation Toolkit](#)

[Smart, Shared, and Social: Enhancing All-Hazards Transportation Recovery Plans with Demand Management Strategies and Technologies](#)

Emergency Routes Planning work (Metro)PORTAL Archive <https://portal.its.pdx.edu/home>

Regional Emergency Transportation Route (RETR) Phase 1 <https://rdpo.net/emergency-transportation-routes> will be followed by Phase 2.



12. Explore new TSMO data sources.

Planning

Action Description:

- Explore new sources to measure identified exploratory TSMO performance measures. Exploratory metrics include:
 - Average miles walked and biked
 - Frequency of secondary crashes
 - Collision risk
 - Transportation cost burden for BIPOC and low-income communities
 - Non-recurring delay associated with incidents
 - Freight travel time and movement data
- Develop a NHTSA FARS data reporting policy and incorporate into annual reporting.

Priority:

SAC did not vote on this
Low

Timeline:

Ongoing

Responsibility:

PSU TREC

Furthers Objectives:

- 1.2) Ensure historically marginalized communities and people of color benefit from safety improvements.
- 1.3) Provide a transportation system where human error does not result in serious injury or loss of life.
- 1.4) Ensure people of color and historically marginalized communities can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 3.2) Identify and correct past disparities when planning, operating, and maintaining the transportation system (e.g., transit access, air toxins exposure, allocation of funds).
- 5.1) Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 5.3) Manage critical freight corridors to create reliable routes for freight movement between key destinations.

References to other Plans and Projects:

[PORTAL](#)
[BikePed Portal](#)



13. Create a community listening program.

Listening & Accountability	
<p>Action Description:</p> <p>Build capacity for a community listening program to reduce barriers for travelers to report experiences related to TSMO. Tactics may involve but are not limited to partnering with large-scale public outreach to facilitate a breakout group specific to TSMO, supporting equity-focused consultants and Community Based Organizations to share input, initiating a study of agency customer feedback (including social media), piloting an anonymous feedback system generated by and for BIPOC and people with lower income to report travel experiences related to operations.</p> <p>As part of the listening program, create a pilot where BIPOC and low-income travelers are paid to provide feedback and share their traveler experiences/stories with agency staff.</p> <p>Support efforts with service providers to add capacity. Participate to listen for TSMO-related issues and follow up on previous efforts, identifying TSMO-related solutions.</p>	<p>Priority:</p> <p>7 SAC Votes High</p> <p>Timeline:</p> <p>Near: 2021-2024</p> <p>Responsibility:</p> <p>ODOT, Metro and PSU TREC</p>
<p>Furthers Objectives:</p> <p>3.1) Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.</p> <p>3.3) Identify and increase awareness of the unique travel experiences of people of color and historically marginalized communities.</p>	
<p>References to other Plans and Projects:</p> <p>TriMet Reimagine Transportation ODOT Office of Social Equity Metro Regional Travel Options Program.</p> <p>Equity outcomes and potential for a better bike share</p> <p>Developing strategies to enhance mobility and accessibility for a community-dwelling older adults</p> <p>New mobility for all: Can targeted information and incentives help underserved communities realize the potential of emerging mobility options?</p> <p>Seamless wayfinding by individuals with functional disability in indoor and outdoor spaces: An investigation into lived experiences, data needs, and technology requirements</p> <p>App-based data collection to characterize latent transportation demand within marginalized and underserved populations</p> <p>How can enter disciplinary teams leverage emerging technologies to respond to transportation infrastructure needs? Mixed-methods evaluation of civil engineers urban planning and social workers' perspectives</p> <p>Marginalized populations' access to transit: Journeys from home and work to transit</p> <p>Do travel costs matter?: Using psychological and social equity perspective to evaluate the effects of a low income transit fare program on low income riders</p>	



[Applying an equity lens to automated payment solutions for public transportation](#)

[Developing data, models, and tools to enhance transportation equity](#)

[A comprehensive examination of electronic wayfinding technology for visually impaired travelers in an urban environment](#)

[Defining and measuring equitable access to Washington Park in Portland, Oregon](#)

[Addressing changing demographics and environmental justice analysis, state of the practice](#)

[Life-space mobility and aging in place](#)

[Evaluating and enhancing public transit systems for operational efficiency, service quality and access equity](#)

[Racial bias in drivers' yielding behavior or at crosswalks: Understanding the effect](#)

[Evaluating efforts to improve the equity of bike share systems](#)



14. Create continuous improvement process for existing and new signal systems and related performance.

Concepts, Capabilities, and Infrastructure

Action Description:

Outline and begin continuous improvement process for signal systems and new concepts that serve major arterials and high-injury corridors. The continuous improvement process will utilize systems engineering from concept of operations through retirement of legacy systems.

In coordination with asset managers, inventory automatic traffic recorder stations, ATC controllers, and detection sensors (location, status, age, and operability). Identify through corridors and major arterials that do not currently have travel time information collection by mode to identify gaps in the existing system. Create a plan to mitigate identified gaps by completing high priority projects targeted for either technological upgrades (sensors, ATRs etc.) or crowd sourced data.

Priority:

2 SAC Votes
Low

Timeline:

Ongoing

Responsibility:

Agencies participating in TransPort’s Central Signal System Users Group and PBOT

Furthers Objectives:

- 2.1) Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 5.1) Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.1) Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region’s desired land use and transportation outcomes.
- 6.4) Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects:

- ODOT ITS Master Communication Plan
- [Data-driven mobility strategies for multimodal transportation](#)
- [Understanding factors affecting arterial reliability performance metrics](#)



15. Deploy regional traveler information systems.

Concepts, Capabilities, and Infrastructure

Action Description:

Create a traveler information and educational campaign with BIPOC, low- income, and limited English proficiency community needs. The campaign should also start deploying traveler information systems where community-voiced need and multiple transportation options are present, building into a methodology Traveler Information Systems (TIS) priorities that may involve transit stops, public buildings, major destinations within regional centers. and on-vehicle displays. The TIS should incorporate a broad cross section of traveler needs which may include travel time, route, real-time transit, and real-time shared-use mobility information.

Priority:

9 SAC Votes
High

Timeline:

Ongoing

Responsibility:

Metro for convening and scoping

Furthers Objectives:

- 2.3) Collaborate with and educate travelers.
- 3.1) Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.

References to other Plans and Projects:

[Overcoming barriers for a wide-scale adoption of standardized real time transit information](#)

[Developing data, models, and tools to enhance transportation equity](#)

ODOT TripCheck offers a Beta TripCheckTV for internet-connected displays.

<https://www.tripcheck.com/tv/>

TriMet lists developers including some who tailor information to dedicated monitors.

<https://trimet.org/apps> [] F&P will reference Ron’s learning from CA



16. Implement Integrated Corridor Management and mainstream into corridor planning.

Concepts, Capabilities, and Infrastructure:

Action Description:

Provide tools for regional partners based on [I-84 Multimodal ICM Deployment Plan](#) including:

- Establish a multimodal detour policy across agencies. Define lines of communication and pre-plan emergency needs by rehearsing scenarios for a variety of events impacting operations. Provide job-shadow and training experiences.
- Create a data sharing policy and inter-agency(s) agreement with agency partners to incorporate data into PORTAL or another identified internal sharing system. Share construction schedules across agencies. Implement a decision support system, employing forecast models as useful.

Beginning with the next RTP update, consider corridor needs that can be met through ICM based on regional efforts and FHWA guidance and local operators.

Priority:

3 SAC Votes
Low

Timeline:

2021-2023
Milestone: RTP Update

Responsibility:

Metro and ODOT

Furthers Objectives:

- 2.1) Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 2.2) Collaborate with emergency management when prioritizing investments on key emergency response routes.
- 2.4) Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 5.1) Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.
- 6.4) Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.

References to other Plans and Projects:

[Understanding factors affecting arterial reliability performance metrics](#)
[Statistical inference for multimodal travel time reliability](#)



17. Create a TSMO Safety Toolbox.

Concepts, Capabilities, and Infrastructure:

Action Description:

Create a TSMO Safety Toolbox to advance actions identified in the Metro Regional Safety Strategy. The toolbox should include guidance for the deployment of new technologies and create policy for evaluating their effectiveness.

Create a Speed Management Plan, in coordination with Statewide Policy, and collaborate with local agencies to provide guidance and implementation program for active speed management and feedback including, automated speed feedback signs, changeable speed limits, automated enforcement, and traffic calming solutions. Evaluate speed limits and identify opportunities to apply a safe systems approach to speeds in regional and town centers, high pedestrian, and bicycle corridors, and in equity focus areas. Apply Automated Traffic Signal Performance Measures (ATSPMs), including speeds,

The toolbox should respond to emerging research related to speed reduction through signal timing strategies context and point out where overlapping road functions or classifications have potential for creating risk and/or preventing implementation of TSMO safety tools.

Priority:

5 SAC Votes
High

Timeline:

Near: 2022-2024

Responsibility:

All Agencies

Furthers Objectives:

- 1.2) Ensure historically marginalized communities and people of color benefit from safety improvements.
- 1.3) Provide a transportation system where human error does not result in serious injury or loss of life.

References to other Plans and Projects:

[Data-driven mobility strategies for multimodal transportation](#)

[Improving walk ability through control strategies at signalized intersection](#)

[Subcontract: NCHRP 17-87 Enhancing Pedestrian Volume Estimation and Developing HCM Pedestrian Methodologies for Safe and Sustainable Communities](#)

[Pedestrian behavior study to advance pedestrian safety in smart transportation systems using innovative LiDAR sensors](#)

[Effect of residential street speed limit reduction from 25 to 20 mph on driving speeds in Portland, Oregon](#)

[Road user understanding of bicycle signal faces on traffic signals](#)

[Improving integration of transit operations and bicycle infrastructure at the stop level](#)

[Contextual guidance at intersections for protected bicycle lanes](#)

The TSMO Safety Toolbox should utilize the Safe Systems Approach. Safe Routes to School efforts work with the traffic patterns, facilities, and education to improve safety for children and families on the way to and from school. In 2021, the Oregon Legislature approved emergency speed changes for Cities/Counties.



18. Participate in regional public outreach to assist in guiding, listening, and learning through TSMO-focused conversations.

Listening & Accountability

Action Description:

TSMO-focused public outreach should include traveler safety information and be created with BIPOC, low-income, and limited English proficiency communities. Work with local agencies to create/update public outreach that specifically include equity-focused TSMO that include BIPOC, low income and limited English proficiency communities.

Priority:

8 SAC votes
Medium

Timeline:

Near

Responsibility:

Metro, ODOT and Third Party

Further Objectives:

- 1.2) Ensure historically marginalized communities and people of color benefit from safety improvements.
- 2.3) Collaborate with and educate travelers.
- 3.1) Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.
- 5.4) Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects:

[Developing data, models, and tools to enhance transportation equity](#)

[New mobility for all: can targeted information and incentive help underserved communities realize the potential of emerging mobility options?](#)

[Do travel costs matter?: Using psychological and social equity perspectives to evaluate the effects of a low-income transit fare program and low-income riders](#)

[Implementing a community transportation academy](#)



19. Improve TSMO data availability to aid in traveler decisions and behavior.

Listening & Accountability

Action Description:

- Unify multimodal trip planning by coordinating among transit service providers’ and riders’ needs, creating opportunities for TriMet and other Open Trip Planner partners.
- Create an external facing dashboard for TSMO metrics accountability connecting each metrics’ relevance to travelers.
- Communicate TSMO to raise awareness in the need for travelers to participate to improve transportation system outcomes and metrics. For example, signage about moving over for emergency vehicles, merging, or moving property-damage-only crashes out of the travel lane will help with overall system management and clearance metrics.
- Increase communication about how the system could operate safer and more efficiently using signage and coordinating agency Public Service Announcements (PSAs.)

Priority:

7 SAC Votes
Medium

Timeline:

Mid

Responsibility:

Metro, TriMet and ODOT

Furthers Objectives:

- 2.1) Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.
- 2.3) Collaborate with and educate travelers.
- 5.4) Communicate expected changes in reliability so that travelers can make informed travel choices.

References to other Plans and Projects:

[Overcoming barriers for the wide-scale adoption of standardized real-time transit information](#)
[Social transportation analytics toolbox \(STAT\) for transit networks](#)



20. Build and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure.

Concepts, Capabilities, and Infrastructure:

Action Description:

Create a connected bicycle and pedestrian infrastructure with TSMO tools. Start with a Connectivity Index of existing pedestrian and bicycle infrastructure that includes community-voiced barriers, inventories of low stress facilities, and other identified gaps in the system. The toolbox should consider how pedestrian and bicycle modes interact with signals, illumination, and transit connections, while also the disparities experienced by BIPOC and people with lower income-. Investments made using the toolbox should afford complete treatment to address these disparities.

Priority:

23 SAC Votes
High

Timeline:

Ongoing
Milestone: ODOT Pedestrian and Bicycle Priority Routes

Responsibility:

All Agencies and PSU TREC

Furthers Objectives:

- 1.4) Ensure people of color and historically marginalized communities can safely access multiple low stress mode choices and routes within the transportation system by improving access to transit stops, pedestrian, and bicycle facilities.
- 4.1) Connect decentralized travel options to facilitate viable destinations in Regional Centers, Town Centers, and employment areas outside downtown Portland.
- 4.2) Prioritize the completion and expansion of planned transit and active mode networks when investing discretionary revenues especially to destinations with limited travel choices.

References to other Plans and Projects:

[Equity in bike share research](#)

[Understanding economic and business impacts of street improvements for bicycle and pedestrian mobility - A multi-city multi-approach exploration \[phase 2\]](#)

[Reducing VMT, encouraging walk trips, and facilitating efficient trip chains through polycentric development](#)

[Bikeway design research](#)

[Improving integration of transit operations and bicycle infrastructure at the stop level](#)

ODOT Active Transportation Needs Inventory (ATNI)



21. Update the Regional ITS Architecture.

Planning

Action Description:

Collaborate on updates to the Regional ITS Architecture by reviewing changes on a quarterly basis and adjusting every two years to include innovations in the national and statewide architecture.

Priority:

4 SAC Votes
Low

Timeline:

Near: 2022-2024

Responsibility:

Metro
(ITS Architecture Group should be integral to this action)

Further Objectives:

- 2.4) Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.
- 6.1) Plan and design a flexible transportation network that can adapt to new technology and travel choices that are consistent with the region’s desired land use and transportation outcomes.

References to other Plans and Projects:

[Applying data driven multi model speed management strategies for safe, efficient transportation](#)
[Deploying electric buses to improve air quality in low-income areas](#)
[Can incentivizing E bikes support GHG goals? Launching the new EV incentive cost and impact tool](#)
[Connected vehicle system design for signalized arterials](#)
[Modeling and analyzing the impact of advanced technologies on livability and multimodal transportation performance measures in arterial corridors](#)
The regional ITS Architecture was updated in 2016 and posted here on Metro’s site
<https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy/2010-2020-tsmo>

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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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Public Comment Draft
September 2021

**2021 Transportation Systems
Management & Operations (TSMO) Strategy**
Portland Metro Region



Metro

FEHR & PEERS



Oregon

Kate Brown, Governor

Department of Transportation

Highway, Region 1, Roadway

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FILE CODE:

DATE: September 24th, 2021

TO: Transportation Policy Alternatives Committee (TPAC) and interested parties

FROM: Chris Ford, ODOT R1 Policy & Development Manager

SUBJECT: I-5: Columbia River (Interstate) Bridge: Requested Amendment to the 2021-24 Metropolitan Transportation Improvement Program

The purpose of this memo is to introduce an amendment to the 2021-24 Metropolitan Transportation Improvement Program (MTIP), which will allow for the same amendment to the 2021-24 Statewide Transportation Improvement Program (STIP).

The I-5: Columbia River Bridge project, also known as the Interstate Bridge Replacement (IBR) project, is in the 2018 Regional Transportation Plan (RTP) as project number 10893. The project was amended into the 2018-21 MTIP and STIP as a Planning phase, but is not yet included in the 21-24 MTIP and STIP.

The amendment would add \$36 million allocated by the Oregon Transportation Commission (OTC) to a preliminary engineering (PE) phase. The money would add to the \$9 million in planning phase funds from the 18-21 MTIP/STIP and to \$35M in funds from Washington. This \$80 million comprises a substantial component of the estimated \$135 million in estimated costs to complete NEPA for the IBR program, with a goal of completing a supplemental environmental impact statement (SEIS) in mid-2024.

The MTIP amendment would allow for the \$36 million to be amended into the 21-24 STIP and subsequently released by the Federal Highway Administration (FHWA) for use toward NEPA efforts.

Please see supporting information submitted by ODOT in Attachment 1. For questions about ODOT's requested amendment, contact Ray Mabey, Assistant Program Administrator, Interstate Bridge Replacement Program, at raymond.mabey@interstatebridge.org



A modern
connection for
a growing
community

Project Information Worksheet for MTIP Amendment: K21570 I-5: Columbia River (Interstate) Bridge

September 2021

Project Information Worksheet for MTIP Amendment: K21570 I-5: Columbia River (Interstate) Bridge

Prepared for:



Prepared by:
Raymond Mabey, PE
Assistant Program Administrator



Interstate Bridge Replacement Program
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ATTACHMENTS

A	ODOT STIP Amendment Project Summary
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1. PROJECT OVERVIEW

A short history about why/how the project emerged and its importance to the region.

The Interstate 5 (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route. With one span now 104 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington. As of May 2021, leaders from both states have dedicated a combined \$80 million to the Interstate Bridge Replacement (IBR) program, which centers equity and follows a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners.

As the only continuous north-south interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economies. At the Columbia River, I-5 provides a critical economic connection to two major ports, deepwater shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land. Trade and transportation issues in the I-5 corridor through the Portland and Vancouver metropolitan areas have over two decades of history and study, bi-state leadership, and public participation. Precursors to the Columbia River Crossing (CRC) project included recommendations of a bi-state leadership committee in 1999, as well as a strategic plan developed by a task force appointed by the Governors of Washington and Oregon in 2001 and 2002.

While the program continues working with stakeholders and the public to identify what has changed, we know that all six of the transportation problems identified by previous planning work remain as current issues that have not been addressed. These six transportation problems include:

- Congestion
- Earthquake Vulnerability
- Safety
- Impaired Freight Movement
- Inadequate Bike & Pedestrian Paths
- Limited Public Transportation

2. PROJECT HISTORY

A brief history of past actions and work that has been accomplished that has led to the proposed amendment (purpose and need description).

Regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In 2004, the Washington and Oregon Departments of Transportation formed the joint CRC project. The intent of this project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

The IBR program team is working in collaboration with local, state, federal and tribal partners, and the community to complete the following work over the next four years.

- Complete the federal environmental review process
- Obtain necessary state and federal permits
- Finalize project design
- Develop a finance plan
- Secure adequate funding
- Complete right of way acquisition
- Advertise for construction

Based on previous planning activities, the IBR program estimates it will take three to five years to complete the environmental review process and obtain federal approval before beginning construction. The environmental review process began in 2021.

As of March 2021, Oregon and Washington have committed a combined \$80 million to the IBR program planning efforts. The Washington State 2019–2021 Transportation Budget (ESHB 1160) included \$35 million. The Oregon Transportation Commission allocated a total of \$45 million:

- March 2021 – \$30 million
- September 2020 – \$6 million
- August 2019 – \$9 million

Additional funding will be needed from each state to advance to construction as part of a comprehensive funding package that is anticipated to include a diverse range of sources, including federal funds, tolling, and state funds from both Oregon and Washington. Each state will need to determine the appropriate timing and avenue for discussions regarding potential state investment to occur. Based on the current IBR program workplan, the schedule to identify changes and complete federal environmental documentation is anticipated to take several years before funding would be needed to move into right-of-way acquisition and construction.

3. PROJECT GOALS AND OBJECTIVES

An overview of the main goals and objectives for the scope or project phase being amended into the TIP and its major work elements and milestones. Include a short description of any major project challenges expected to be addressed by the work elements and milestones.

The IBR program is working with Federal and local partners, the bi-state legislative committee, the program's advisory groups and the community to develop a multimodal design solution that will prioritize equitable, safe, and efficient movement of people and goods in alignment with climate goals for our region. In order to achieve this design solution, the program is advancing a transparent, data-driven process to inform program work, along with direction from our federal partners.

Key objectives for the program's planned work includes:

- Evaluating high-capacity transit modes, including both light rail and bus rapid transit, to determine the mode that best meets the region's needs today and into the future, and fits within the operating plans of the two partner transit agencies, C-TRAN and TriMet.
- Leveraging past work to maximize previous investments and support efficient decision-making. This will include analyzing changes that have occurred since the previous planning process. The intent is to identify a solution that meets current and future community needs, values and priorities.
- Developing screening criteria and performance measures that reflect the program values. We are committed to identifying a design solution that prioritizes equity and climate concerns.
- Engaging the community in a meaningful and authentic way while centering equity and elevating voices from communities of concern.

The federal government is interested in investing in nationally significant infrastructure projects. Ensuring the program is ready for investment requires our local and regional partners to work together to advance one multimodal design solution by May 2022. The replacement of the Interstate Bridge cannot wait any longer to address critical safety issues.

- The Interstate Bridge is built on wood piles in sandy soil, making them vulnerable to failure in the event of an earthquake and it is not practically feasible to retrofit them to current seismic standards.
- The program area experiences crash rates over three times higher than statewide averages for comparable facilities.
- Closely spaced interchanges, narrow lanes, limited sight distance, lack of safety shoulders and bridge lifts that occur up to 350 times a year on average all contribute to an increase in vehicle crashes that result in injuries, fatalities, vehicles and infrastructure damage and increased traffic congestion.

- The shared use paths on the bridges do not provide adequate safety or space for travelers who walk, bike, or roll, and are not compliant with the Americans with Disabilities Act.

4. PROJECT AREA

A map and clear description of project extent and all known modal and topical elements to be considered, or if known, to be included.

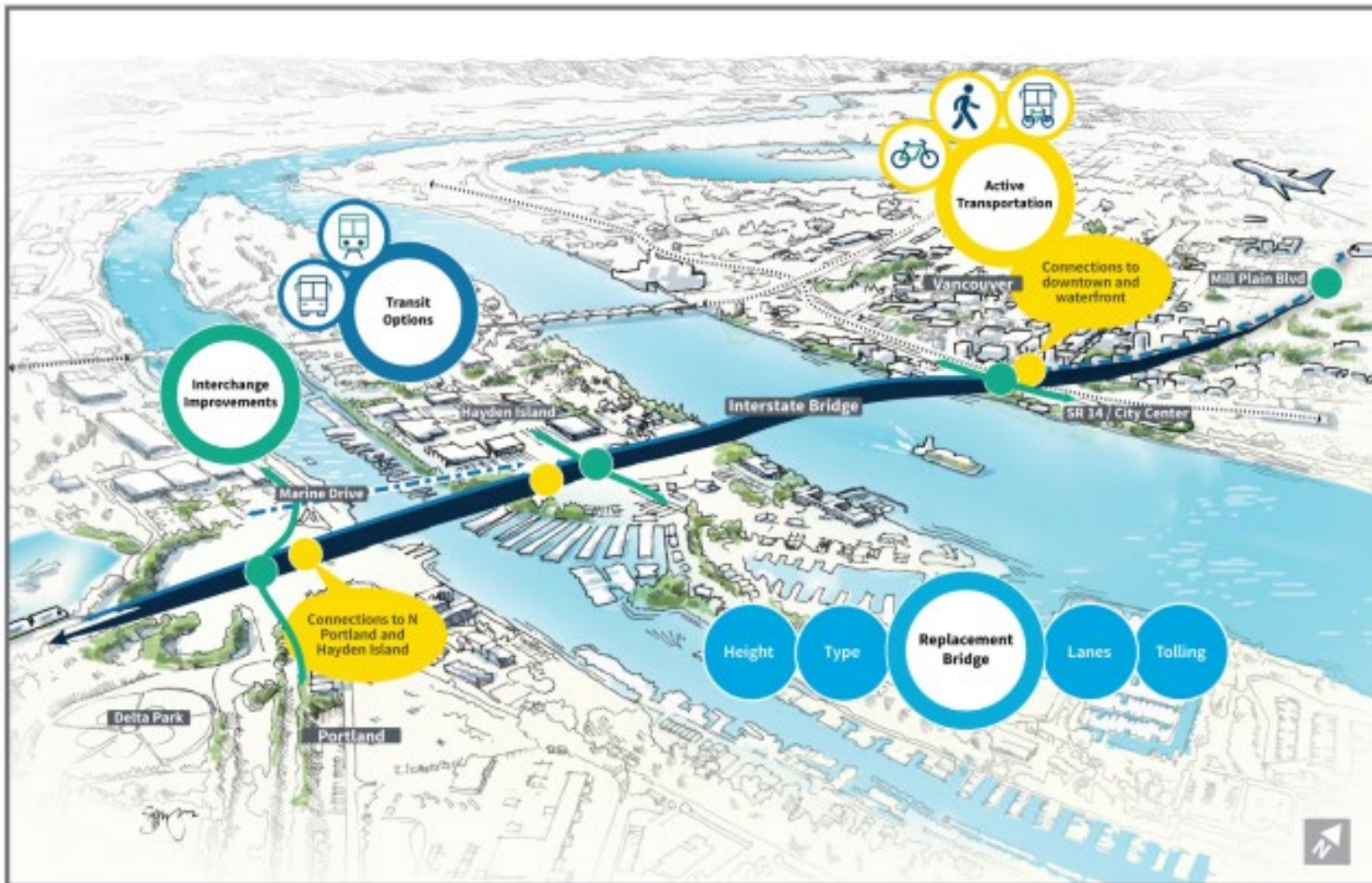
The project area spans 5 miles of I-5 between State Route 500 in Vancouver, Washington, and Columbia Boulevard in Portland, Oregon. Figure 1 shows the bulk of the modal and topical elements being reviewed for the IBR solution.

5. PROJECT DESIGN ELEMENTS

If known, a description of project design elements with a cross-section illustration of before and after project conditions.

The program is using past work from the previous project that remains valid to maximize past investment and ensure efficient decision-making, while also taking into consideration changes since the previous planning effort. While the program is utilizing past work as a starting point, that does not mean we are locked into the former solution. The program is continuing to work with partners to identify design options that address both the changes that have occurred since the previous planning effort, as well as new priorities around climate and equity considerations in the IBR solution that is identified with program partners in the community.

Figure 1. Modal and Topical Elements



6. AMENDMENT PHASE PROJECT COSTS

Discussion of the amendment phase costs. Example: Does the additional \$30 million for the I-5 IBR project cover the entire PE phase? Will more funding to complete PE be needed? What is the estimated total cost for PE?

This amendment adds \$71 million to the preliminary engineering (PE) phase of the IBR Program. With this change, the total available budget will change to \$80 million (\$45M from Oregon and \$35M from Washington). The estimated PE cost to complete NEPA for the IBR program is approximately \$135 million based on a completion of a supplemental environmental impact statement (SEIS) in mid-2024. Following NEPA completion, the IBR program will develop a program delivery plan and progress with right-of-way acquisitions and final design to prepare for the start construction in late 2025. The estimated PE cost for progressing final design to start the first phase of construction is estimated at approximately \$70 million. In summary, the total estimate of PE to begin the first phase of construction is estimated to be approximately \$205 million. This estimate is contingent on the scope of the IBR solution, as agreed to by program partners, that will be evaluated through the SEIS along with the scope of the program's first construction phase. Right-of-way costs and construction costs are not included in this budget estimate.

7. PRELIMINARY TOTAL PROJECT COST ESTIMATE

A preliminary estimate/cost range for the total project cost through construction.

As directed by the Washington State 2019–2021 Transportation Budget (ESHB 1160), a draft Conceptual Finance Plan has also been delivered to the governors and the legislative transportation committees of each state on December 1, 2020. The conceptual IBR program cost estimates comprise both highway and transit capital investments. A high-level summary of the IBR program conceptual cost estimate ranges are shown in the table below.

Table 1. Preliminary Capital Cost Estimate Ranges

Scope of Work Options	Updated CRC Cost (2012 \$)	Risk Range Adjustments (2012 \$)	IBR Program Conceptual Cost (2012 \$)	IBR Program Conceptual Cost (2020 \$)	IBR Program Conceptual Cost (YOE \$)	Modal Shares of Total Costs
Option 1A: Bridge + LRT Project Low	+ \$2.71 B	– \$0.36 B	+ \$2.35 B	+ \$2.74 B	+ \$3.32 B	
Transit Project Share	+ \$0.63 B	– \$0.08 B	+ \$0.54 B	+ \$0.63 B	+ \$0.77 B	23%
Highway Project Share	+ \$2.08 B	– \$0.28 B	+ \$1.80 B	+ \$2.11 B	+ \$2.55 B	77%
Option 1B: Bridge + LRT Project High	+ \$2.96 B	+ \$0.37 B	+ \$3.33 B	+ \$3.96 B	+ \$4.81 B	
Transit Project Share	+ \$0.80 B	+ \$0.10 B	+ \$0.90 B	+ \$1.07 B	+ \$1.30 B	27%
Highway Project Share	+ \$2.16 B	+ \$0.27 B	+ \$2.43 B	+ \$2.89 B	+ \$3.51 B	73%
Option 2A: Bridge + BRT Project Low	+ \$2.59 B	– \$0.35 B	+ \$2.24 B	+ \$2.62 B	+ \$3.17 B	
Transit Project Share	+ \$0.52 B	– \$0.70 B	+ \$0.45 B	+ \$0.53 B	+ \$0.64 B	20%
Highway Project Share	+ \$2.07 B	– \$0.28 B	+ \$1.79 B	+ \$2.09 B	+ \$2.53 B	80%
Option 2B: Bridge + BRT Project High	+ \$2.67 B	+ \$0.33 B	+ \$3.00 B	+ \$3.51 B	+ \$4.25 B	
Transit Project Share	+ \$0.64 B	+ \$0.08 B	+ \$0.72 B	+ \$0.84 B	+ \$1.01 B	24%
Highway Project Share	+ \$2.03 B	+ \$0.25 B	+ \$2.29 B	+ \$2.67 B	+ \$3.24 B	76%

Source: Conceptual Finance Plan. <https://www.interstatebridge.org/library>

8. FUNDING STRATEGY

A general description or strategy for funding sources to be considered and/or secured for the project.

Federal Funding Sources for the IBR Program

The IBR Program will seek federal funding sources to supplement state, local, and tolling funding and revenue. Funding programs from the federal government require matching funds from non-federal sources (i.e., local, regional, state, or private contributions), and the application process to compete for such funding typically prioritize projects based upon justification, financial commitment at the state and/or regional level, readiness and other factors.

Oregon and Washington each receive annual apportionments of federal formula funds from FHWA. C-TRAN and TriMet each receive annual apportionments of FTA formula funds. These funds, together with federal formula funds allocated to the regional transportation planning agencies, help fund a wide variety of transportation capital projects and operational programs in the metropolitan region. Although the IBR program may be eligible for some of these funds, most, if not all, of these funds are already programmed for other projects, and not available for the IBR program in the near and medium terms.

FHWA and FTA also administer several discretionary grant programs, which are very competitive and require, as part of a rigorous application process, the applicant to demonstrate that the non-federal matching funds are fully committed. If sufficient non-federal funds are approved for the IBR program,

it could be well positioned to obtain one or more funding awards from these federal programs, particularly the following programs (or their successors in forthcoming legislation):

- FTA CIG New Starts program
- U.S. Department of Transportation (USDOT) BUILD grant program
- USDOT INFRA grant program

State Funding Sources for the IBR Program

Large and transformative transportation infrastructure projects like the IBR program require funding from a variety of sources. Securing timely commitments at the state and regional levels will be essential for competing for the federal funding programs described above.

Tolling

Tolling the I-5 crossing would yield significant future revenues that can be leveraged to fund construction of the IBR program, as well as cover ongoing bridge O&M costs. Future toll revenues can be pledged for various types of debt financing, including standalone toll revenue bonds, toll revenue bonds backed by one or both states, and/or a USDOT TIFIA loan. It is anticipated that the toll funding available to construct the IBR Program would be at least equivalent to the range reported for the CRC project in 2013 due to factors that will likely offset any long-term changes in bridge traffic patterns as a result of the current economic conditions.

9. AGENCY AND STAKEHOLDER INVOLVEMENT

A short description if there are other agencies or stakeholders involved in the project and their basic roles and responsibilities.

The Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state partner agencies. This program work will be shaped by the direction and timelines established by the governors, legislatures, and transportation commissions, and will work closely with federal partners, permitting agencies, state and local elected officials, tribal governments, community stakeholders and the public.

Comprehensive and equitable community engagement is at the foundation of decision making for the IBR program. Through engagement we will pursue a solution that prioritizes safety, reflects community values, addresses community concern, and fosters broad regional support. Ongoing, extensive and inclusive public dialogue is critical to developing a bridge solution that best serves the complex needs of communities in Washington and Oregon.

A bi-state legislative committee, composed of 16 Oregon and Washington lawmakers, provides additional guidance and oversight for the program. To provide coordinated regional leadership, the Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state public agencies. The eight agencies are:

- TriMet
- C-TRAN
- Oregon Metro
- Southwest Washington Regional Transportation Council
- Cities of Portland and Vancouver
- Ports of Portland and Vancouver

To support the community engagement goals the program formed three advisory groups to provide feedback and recommendations: Executive Steering Group, Equity Advisory Group, and Community Advisory Group.

The Executive Steering Group provides regional leadership recommendations on key program issues of importance to the community. Members of the ESG include representatives from the 10 bi-state partner agencies with a direct delivery or operational role in the integrated, multimodal transportation system around the Interstate Bridge, as well as a community representative from each state. The two community representatives serve as the co-chairs of the Community Advisory Group.

Members of the ESG include the following representatives:

- Oregon Department of Transportation: Kris Strickler, Director
- Washington State Department of Transportation: Roger Millar, Secretary
- TriMet: Steve Witter (Interim), Engineering and Construction Director
- C-TRAN: Shawn Donaghy, CEO
- Oregon Metro: Lynn Peterson, Council President
- Southwest Washington Regional Transportation Council: Scott Hughes, Board Chair
- City of Portland: Jo Ann Hardesty, Commissioner
- City of Vancouver: Anne McEnerny-Ogle, Mayor
- Port of Portland: Kristen Leonard, Chief Public Affairs Officer
- Port of Vancouver USA: Julianna Marler, CEO
- Community Advisory Group Co-chair (WA): Lynn Valenter
- Community Advisory Group Co-chair (OR): Ed Washington

The Equity Advisory Group (EAG) will help ensure that the IBR program remains centered on equity. The group will make recommendations to IBR program leadership regarding processes, policies and decisions that have the potential to affect historically underrepresented and underserved communities. Members of the Equity Advisory Group include partner agency representatives, community based organizations and community members.

The Community Advisory Group (CAG) will be representative of the community members with balanced membership from both Portland, Oregon and Vancouver, WA. The community advisory group will provide input and feedback on the IBR program. The CAG will develop recommendations to

help ensure the program outcomes reflect community needs, issues and concerns. CAG members and the program team will engage in an on-going community dialogue with a commitment to meaningful, two-way feedback. Two co-chairs, one representing each state, will lead the group's diverse and inclusive membership, with balanced representation from both Washington and Oregon. Members of the Community Advisory Group reflect community-based organizations and at-large community members.

In addition to the bi-state legislative committee and the program advisory groups, the IBR program is working with numerous Federal regulatory agencies including US Army Corps of Engineers, US Coast Guard, US Environmental Protection Agency, US Fish and Wildlife Service, US General Services Administration, National Marine Fisheries Service, National Park Service.

10. SUPPORTING MATERIALS

If support materials (past feasibility plan, project study reports, etc.) exist, a description of how they can they be accessed. Where can the public find the materials?

The IBR website contains both current and historical project information. In addition, WSDOT's accountability page has documents from the CRC project. A few key documents include:

- Interstate Bridge Replacement Progress Report - <https://www.interstatebridge.org/media/xawnefwf/ibrp-legislative-progress-report-dec-2020.pdf>
- Conceptual Finance Plan - <https://www.interstatebridge.org/media/zaqk3x3a/ibrp-conceptual-financial-plan-dec-2020.pdf>
- Memorandum of Intent on Replacing the I-5 - <https://www.governor.wa.gov/sites/default/files/FINAL%20OR%20WA%20Memorandum%20of%20Intent%2011.18.2019.pdf>
- Columbia River I-5 Bridge Planning Inventory - https://www.wsdot.wa.gov/accountability/ssb5806/docs/WSDOT_I5_Bridge_Inventory_Report.pdf

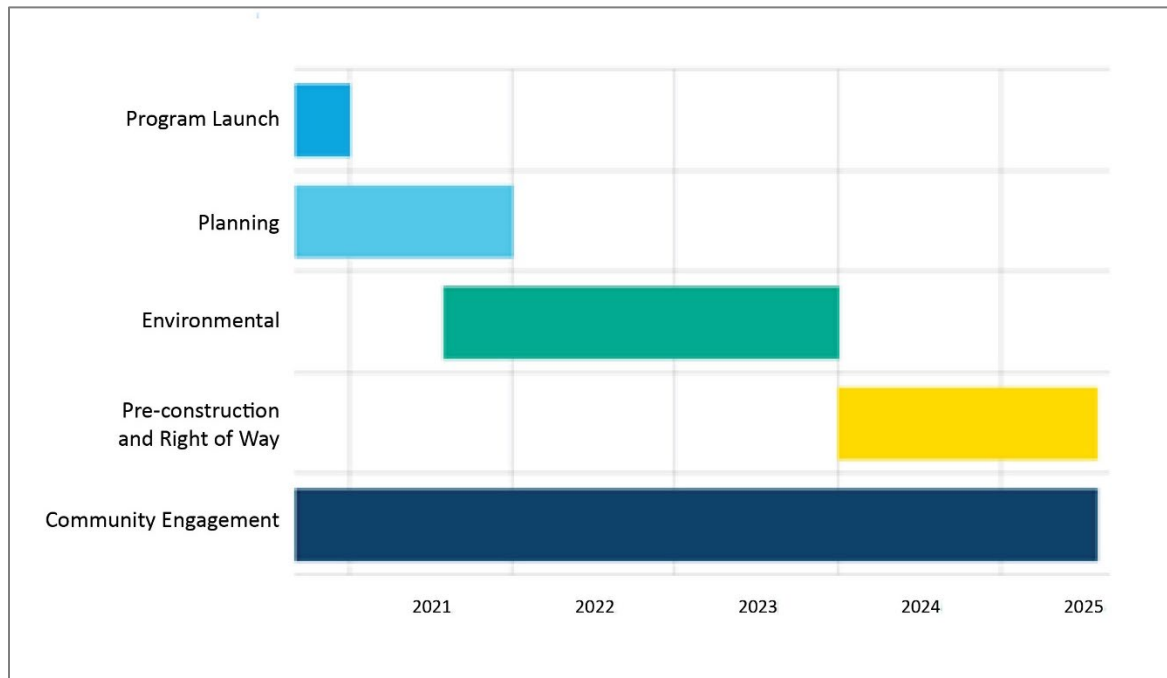
11. SCHEDULE

Assuming funding will be secured and no major obstacles emerge, a target schedule for future project phases.

The fall 2020 program launch is complete, and the planning phase will continue through the end of 2021 (see Figure 2). Mid-2021, the environmental phase started by updating the program's Purpose

and Need Statement and establishing a community Vision and Value Statement; this phase extends to the end of 2023. Pre-construction and right-of-way acquisition extend from 2024 until construction begins in 2025. The program has implemented an extensive and inclusive community engagement program that continues throughout all phases.

Figure 2. Program Timeline



12. TIP PROGRAMMING

TIP programming table and proposed TIP programming table.

In addition to the table on the next page, please see Attachment A, the ODOT STIP Amendment Project Summary.

Table 2. TIP Programming

I-5: Columbia River (Interstate) Bridge (K21570)				
Current STIP Description	Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Proposed STIP Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Summary of requested changes	<ul style="list-style-type: none"> • Bring 18-21 \$9M Planning project to 21-24 STIP • Add PE phase - \$36M ODOT, \$35M WDOT - Total \$71M • Adjust description to include design activities • New total project cost of \$80,000,000 			
Justification	<ul style="list-style-type: none"> • This amendment is needed is for programming \$30M in funds approved by the OTC March 11, 2021, \$6M in redistribution approved by 9/2020 OTC, and \$35M funds committed by Washington DOT. • FHWA has asked ODOT to transition from the Planning phase to the Preliminary Engineering (PE) phase of the project. • Without this amendment, committed funds will not be authorized and project will not be able to move past the planning phase. 			
RTP Requirements	This project change requires adjustment to the fiscally constrained RTP. Funds from the fiscally constrained Fix-It buckets in the RTP will be reduced to allow for the \$36M ODOT funds to be advanced on this project. Memo with details was sent to Metro 9/17/21 by Chris Ford. We find the analysis is still applicable with the addition of WDOT funds since RTP focuses on Oregon revenue only.			
STIP/MTIP requirements	This requires a full amendment to the STIP/MTIP, work has started to get it through the process as soon as possible.			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Planning	2020	2020	\$9,000,000	\$9,000,000
Preliminary Engineering	N/A	2022	\$0	\$71,000,000
Totals			\$ 9,000,000	\$80,000,000
Summary of Expenditure Accounts (as of 09/22/2021)				
Phase	Authorized		Expended	Remaining
Planning	\$9,000,000		\$5,950,410	\$3,049,590

13. RTP PROJECT NUMBER

Provide the corresponding Regional Transportation Plan project number to facilitate a project description check for plan consistency.

The RTP project ID is 10893, “I-5 Columbia River Bridge.”

14. TITLE IV ADA

Indicate whether the project is derived from an agency Title IV Americans with Disabilities Act (ADA) implementation plan.

The IBR program is not derived from ODOT's Title IV ADA implementation plan.

Attachment A

ODOT STIP Amendment Project Summary

Key Number: 21570 **2018-2021 STIP**

Project Name: I-5: Columbia River (Interstate) Bridge **(DRAFT AMENDMENT PROJECT)**

Project Overview			
Total Current Estimate	\$80,000,000.00	Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.
Responsible Region	1	Related Programs	
Project Status Date	2/6/2020	STIP Name	2018-2021 STIP
Project Status	UNAPPROVED	Administrator	ODOT
Monitor	ENVDOC	Applicant	ODOT
Bid Let Date		MPO	Portland Metro MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	URBAN INTERSTATE
Air Quality Approval Req.		Work Class	STRUCTURES
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	9/20/2019	Created By	GABRIELA GARCIA
Last Updated On	9/22/2021	Last Updated By	ADRIANA ANTELO
Comment	3/11/21 OTC approved additional \$30M // \$9M in redistribution \$ approved by the OTC 8/16/19. RTP ID 10893. \$6M in redistribution approved by 9/2020 OTC. kp.		

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	306.70	308.72	2.02		PORTLAND	MULTNOMAH	R1ACT		1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	01377A	1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	07333	1	44	22	3

Phases												
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
PL	9,000,000.00	9,000,000.00	2/6/20	9,000,000.00	2/6/20	9,000,000.00	2020	9,000,000.00	2020	C0265207	S001(533)	APPROVED
PE	71,000,000.00	0.00		0.00		71,000,000.00	2022	36,000,000.00	2022			APPROVED
Tot	80,000,000.00	9,000,000.00		9,000,000.00		80,000,000.00		45,000,000.00				

Key Number: 21570 **2018-2021 STIP**

Project Name: I-5: Columbia River (Interstate) Bridge **(DRAFT AMENDMENT PROJECT)**

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PL	BRIDGE	100.00%	9,000,000.00	S	STATE PROJECT
	PL Totals	100.00%	9,000,000.00		
PE	BRIDGE	100.00%	71,000,000.00	S	STATE PROJECT
	PE Totals	100.00%	71,000,000.00		
Grand Totals			80,000,000.00		

Financial Plan -- Target Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		6,000,000.00	5,533,200.00	466,800.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				15,000,000.00	13,833,000.00	1,167,000.00	0.00	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	
	OTHER	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	WashDOT funds
	PE Totals				0.00	0.00	0.00	0.00	
Grand Totals					15,000,000.00	13,833,000.00	1,167,000.00	0.00	

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				9,000,000.00	8,299,800.00	700,200.00	0.00	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		36,000,000.00	33,199,200.00	2,800,800.00	0.00	
	OTHER	2021-2024 STIP	2022		35,000,000.00	0.00	0.00	35,000,000.00	WashDOT funds
	PE Totals				71,000,000.00	33,199,200.00	2,800,800.00	35,000,000.00	
Grand Totals					80,000,000.00	41,499,000.00	3,501,000.00	35,000,000.00	

Key Number: **21570** 2018-2021 STIP

Project Name: **I-5: Columbia River (Interstate) Bridge** (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
PL	Z001	NATIONAL HIGHWAY PERF FAST	Y	100.00%	9,000,000.00	92.22%	8,299,800.00	7.78%	700,200.00	0.00%	0.00
	PL Totals				100.00%	9,000,000.00		8,299,800.00		700,200.00	
PE	ACPO	ADVANCE CONSTRUCT PR		50.70%	36,000,000.00	92.22%	33,199,200.00	7.78%	2,800,800.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		49.30%	35,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	35,000,000.00
	PE Totals				100.00%	71,000,000.00		33,199,200.00		2,800,800.00	
Grand Totals					80,000,000.00		41,499,000.00		3,501,000.00		35,000,000.00

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
9/22/21	21-24-1433	DRAFT	ADD PHASE		21570	Add project to the 2021-2024 STIP, add Preliminary engineering phase total estimated at \$71,000,000.
2/6/20	18-21-3214	APPROVED	ADD PROJECT		21570	Add a new project.

Selection Criteria:	STIP	2018-2021 STIP	Key Number	21570	Project ID	44589
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Materials following this page were distributed at the meeting.



Agenda Item 5:

October 2021 Formal Amendments Summary

Resolution 21-5205

Amendment # OC22-01-OCT

Applies to the 2021-26 MTIP

Agenda Support Materials:

- Draft Resolutions 21-5205
- Exhibit A to Resolution 21-5205 (amendment tables)
- Staff Report and attachments as applicable

October 1, 2021

Ken Lobeck

Metro Funding Programs Lead

October 2021 Formal MTIP Amendment

Overview

- First formal amendment for FFY 2022
- October Formal Amendment – 13 total projects:
 - Adding 10 new projects
 - New: Includes 2 TSMO projects
 - New: Includes 2 planning projects
 - New: Include 4 ADA safety improvement projects
 - New: Rail crossing safety improvement project
 - Combining safety projects for delivery
- Open to questions or project discussions
- Seek approval motion for Resolution of 21-5205

FFY = Federal Fiscal Year = October 1st to September 30th of each year

TSMO = Transportation Systems Management and Operations

November 2021 Formal MTIP Amendment

Future Attractions...

- November will include 2 large projects moving forward for MTIP and STIP programming
- I-5 Interstate Bridge Replacement (I-5 IBR). Programming PE phase for ODOT
- I-5 IBR preview today at TPAC
- 82nd Ave Safety Improvement project for Portland with \$80 million of American Rescue Plan Act (ARPA) of 2021 for Portland
- Full programming for the 82nd Ave Safety project

October 2021 Formal Amendments

Public Notification Period

- 30 Day Public Notification/Opportunity to Comment period:
 - 21-5205 (13 projects): **September 28 – October 27, 2021**
 - Comments may be submitted via email through the Metro website and MTIP page (address below)
 - <https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>
 - Or, directly at Metro TPAC, JPACT , or Council meetings when the amendment item is on the agenda

October 2021 Formal Amendment

3 Transportation Systems Management & Operations (TSMO) projects

#	Key	Lead Agency	Project Name	Change Reason	Note
1	20885	Metro	Transportation System Mgmt Operations/ITS (2020)	Split Funds	TSMO Revenue bucket
2	New	Portland	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave	Add New Project	Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety
3	New	Portland	Portland Traffic Signal Performance Measures Development & Eval	Add New Project	Develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance

The formal amendment:

- Key 20885 = TSMO revenue bucket maintaining the funding TSMO awarded projects.
- Once pre-scoping is completed , they are programmed as individual projects
- TSMO awards: Metro 2019-21 TSMO funding call. Award letter – January 2, 2020

October 2021 Formal Amendment

2 New Planning Projects

#	Key	Lead Agency	Project Name	Change Reason	Note
4	New	Metro	Tualatin Valley Hwy Transit & Development Project	Add New Project	Corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements
5	22475 New	Tualatin Hills Parks and Recreation District	Westside Trail Project Refinement	Add New Project	Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County

The formal amendment:

- TV Hwy Transit & Development Project: \$850,000 FTA Helping Obtain Prosperity for Everyone (HOPE) grant. Also UPWP project.
- THPRD's Westside Trail Refinement: \$572,477 Oregon Community Paths award

October 2021 Formal Amendment

4 Americans with Disabilities Act (ADA) Compliance Curb & Ramp projects

#	Key	Lead Agency	Project Name	Change Reason	Note
6	22435 New	ODOT	OR47/OR8/US30 Curb Ramps	Add New Project	PE allowed to obligate in FY 2021 prior to programming
7	22468 New	ODOT	US30BY Curb Ramps group A: N Greeley Ave - I-5 (Portland)	Add New Project	PE completed via regional ADA project in Key 22204. These three projects represent implementation projects
8	22469 New	ODOT	OR99E Curb Ramps Group A: SE Woodward St - Oregon City	Add New Project	
9	22470 New	ODOT	OR10 Curb Ramps Group A: SW 198th Ave – SW Kinnaman Rd	Add New Project	

The formal amendment:

- OTC funding approval provided during their March 2021 meeting.
- Projects result from the ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) settlement agreement.

October 2021 Formal Amendment

New Rail Crossing Safety Improvement

#	Key	Lead Agency	Project Name	Change Reason	Note
10	22440 New	ODOT	NW 112th Street and PNWR Rail Crossing Upgrades	Add New Project	Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.

The formal amendment:

- OTC project and funding approval provided during their September 2021 meeting
- \$1,235,000 total approved for the project

October 2021 Formal Amendment

Combining Projects

#	Key	Lead Agency	Project Name	Change Reason	Note
11	18794	ODOT	OR8: SW Short Ave - SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave	Combined Project Project combines scope and funding from Key 18839 previous obligated in the 2018-21 MTIP	Revised Project Description reflecting the combined Key 18839 into Key 18794: Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110th Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.

The formal amendment:

- Combines the prior obligated and removed from the MTIP Key 18339 into Key 18794

October 2021 Formal Amendment

Last 2 Combining Project Actions

#	Key	Lead Agency	Project Name	Change Reason	Note
12	21179	ODOT	US30: Watson Rd - NW Hoge Ave	Combined into Key 21128	Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse
13	21128 Re-added New	ODOT	US30: CORRIDOR (MP 9.08 TO 17.68) US30: Watson Rd - Hoge Ave	Re-added as a new project reflecting combined Keys 21179 and 21128	Key 21128 obligated during 2018-21 MTIP. Not carried over. Re-added as a new combined project to: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse

The formal amendment:

- Both are culvert repair projects. Combining them provides delivery efficiencies

MPO CFR Compliance Requirements

MTIP 8 Review Factors

1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
 - Identified in current constrained RTP
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project and impacts to the region
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
5. MTIP & STIP programming consistency is maintained against obligations
6. Verified as consistent with UPWP requirements as applicable
7. MPO responsibilities verification: Public notification completion plus OTC approval required completed for applicable ODOT funded projects
8. Performance Measurements initial impact assessments completed

October 2021 Formal Amendments

Estimated Approval Timing & Steps

Action	Target Date
TPAC Notification and Approval Recommendation	October 1, 2021
JPACT Approval and Recommendation to Council	October 21, 2021
30 Day Public Notification Period Ends	October 27, 2021
Metro Council Approval	November 4, 2021
Amendment Bundle Submission to ODOT and USDOT	November 15, 2021
Estimated USDOT final approvals	Early to mid December 2021

Note: The above target dates are planning estimates only. Each project in the amendment bundle is approved individually by ODOT and USDOT. The actual approval dates may differ due to added reviews or dispute resolution actions.

October 2021 Formal Amendment 21-5205

Item 5: Approval Recommendation & Questions

TPAC Discussion & Approval Recommendation:

- Discussion or questions
- Staff Recommendation:
Provide an approval recommendation to JPACT for Resolution 21-5205 and the 13 projects under MTIP Amendment OC22-01-OCT

Oregon Toll Program

Transportation Policy Alternatives Committee (TPAC)

Presenter:

Mandy Putney, I-205 Improvements
Project and I-205 Toll Project Director

October 1, 2021



Oregon Toll Program

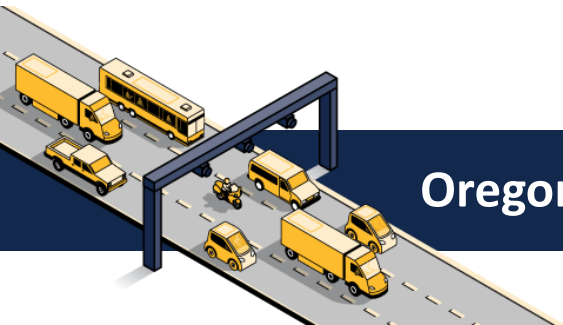


HB 3055 (passed in 2021 Oregon Legislature)

Financial flexibility for ODOT to deliver core projects

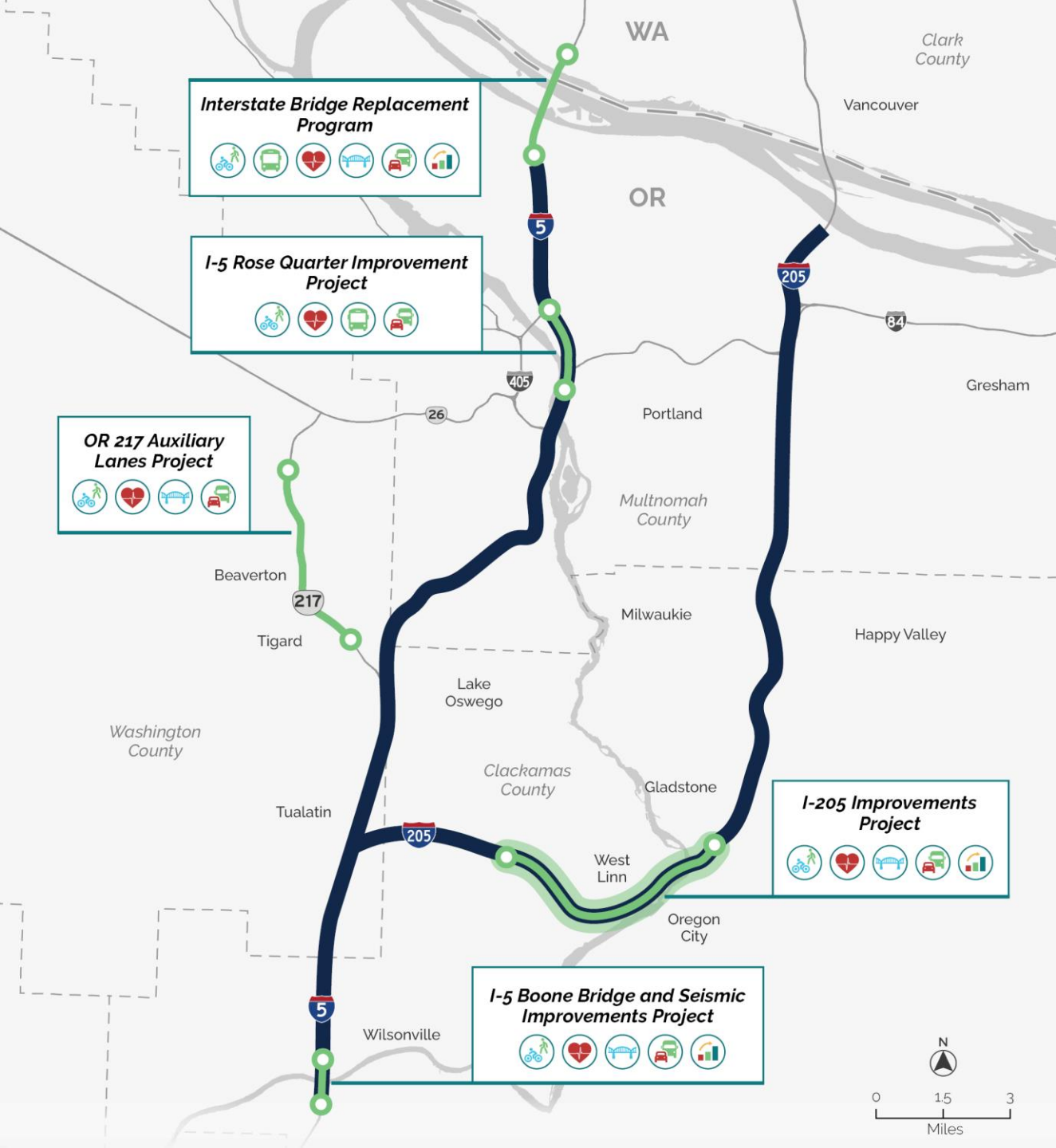
ODOT to develop an equitable, income-based toll rate
report by September 2022

Public transit will not pay tolls






Oregon Toll Program

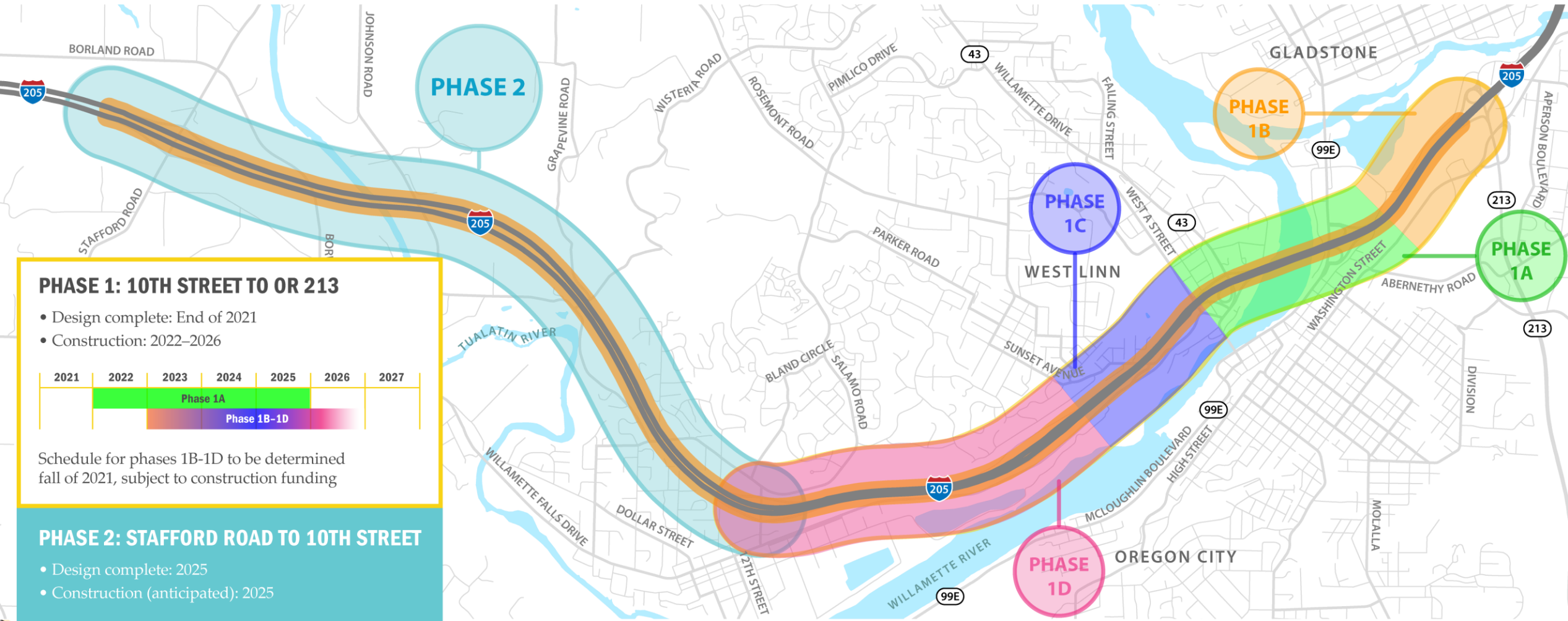
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-  Core Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Project Elements

-  Bicycle and Pedestrian Improvements
-  Public Transportation Improvements
-  Safety Enhancements
-  Seismic Bridge Enhancements
-  Congestion Management
-  Toll Revenue Funds Investments



I-205 Toll Project



Equity



**Climate
Change**



Congestion



Safety

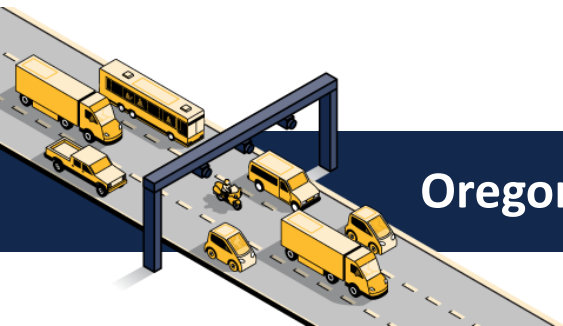


**Reliable
Funding**



Why is an amendment to the Regional Transportation Plan (RTP) needed?

- Clarify the financial connection and align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA analysis to be programmed as a Preliminary Engineering (PE) Phase.
- I-205 Toll Project (PE) needs to be in the RTP before being included in the MTIP



I-205 Improvements Description (2018 RTP)

“Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. **The design work was funded through HB 2017; however, construction funding for this project has not been identified.**”

2018 RTP, Chapter 8



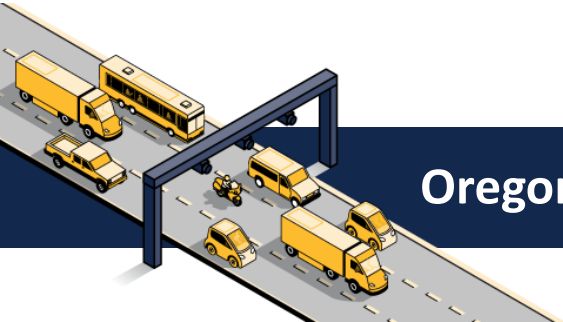
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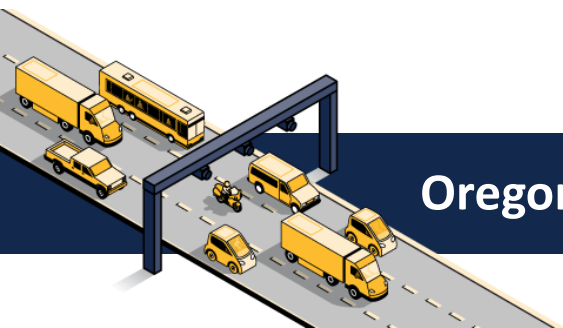


Proposed edits (2018 RTP Amendment)

“Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. **Construction financing for Phase 1A (Abernethy Bridge) is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).”**



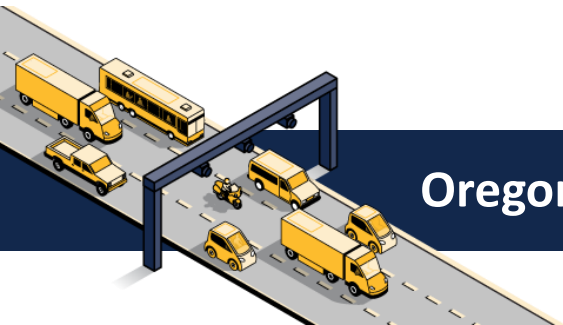
RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 dollars)	Time Period	Financially Constrained project list
<u>12099</u> <u>(new</u> <u>project)</u>	<u>I-205</u> <u>Tolling</u> <u>Project</u> <u>(PE)</u>	<u>Oswego Hwy</u> <u>(OR 43)</u> <u>Interchange</u>	<u>Stafford Rd</u> <u>Interchange</u>	<u>The Project would toll</u> <u>all lanes of I-205 on or</u> <u>near the Abernethy</u> <u>Bridge and Tualatin</u> <u>River Bridge. The</u> <u>Project's purpose is to</u> <u>raise revenue to fund</u> <u>construction of the I-</u> <u>205 Improvements</u> <u>Project and manage</u> <u>congestion between</u> <u>Stafford Road and</u> <u>Oregon Route 213 (OR</u> <u>213).</u>	<u>\$23,534,759</u>	<u>2018-</u> <u>2027</u>	<u>Yes</u>



TPAC Questions on I-205 Toll Project

When will we see more info on diversion?

What is the information we have on air quality impacts?

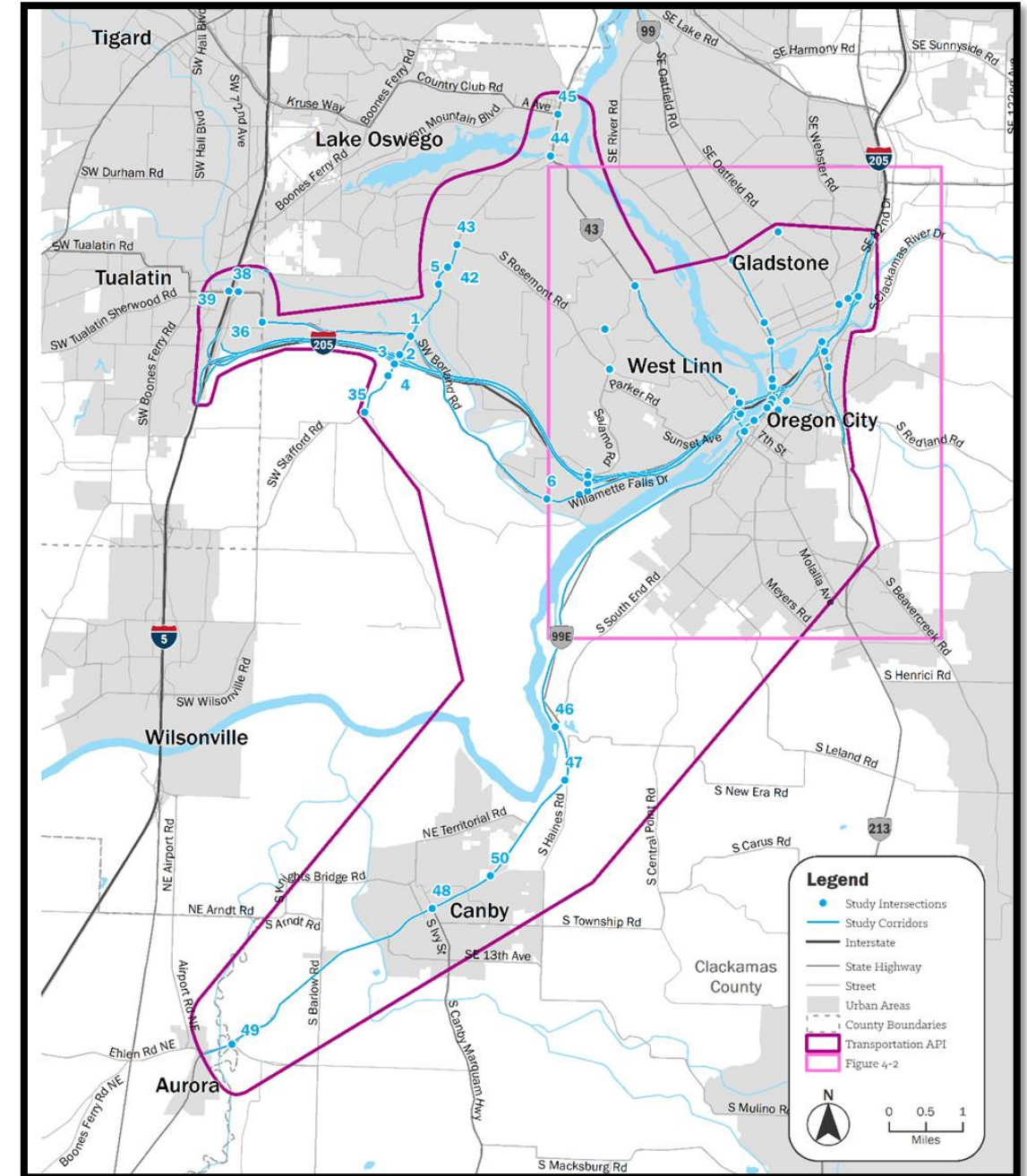


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**More information
on traffic benefits and impacts,
including diversion, is coming**

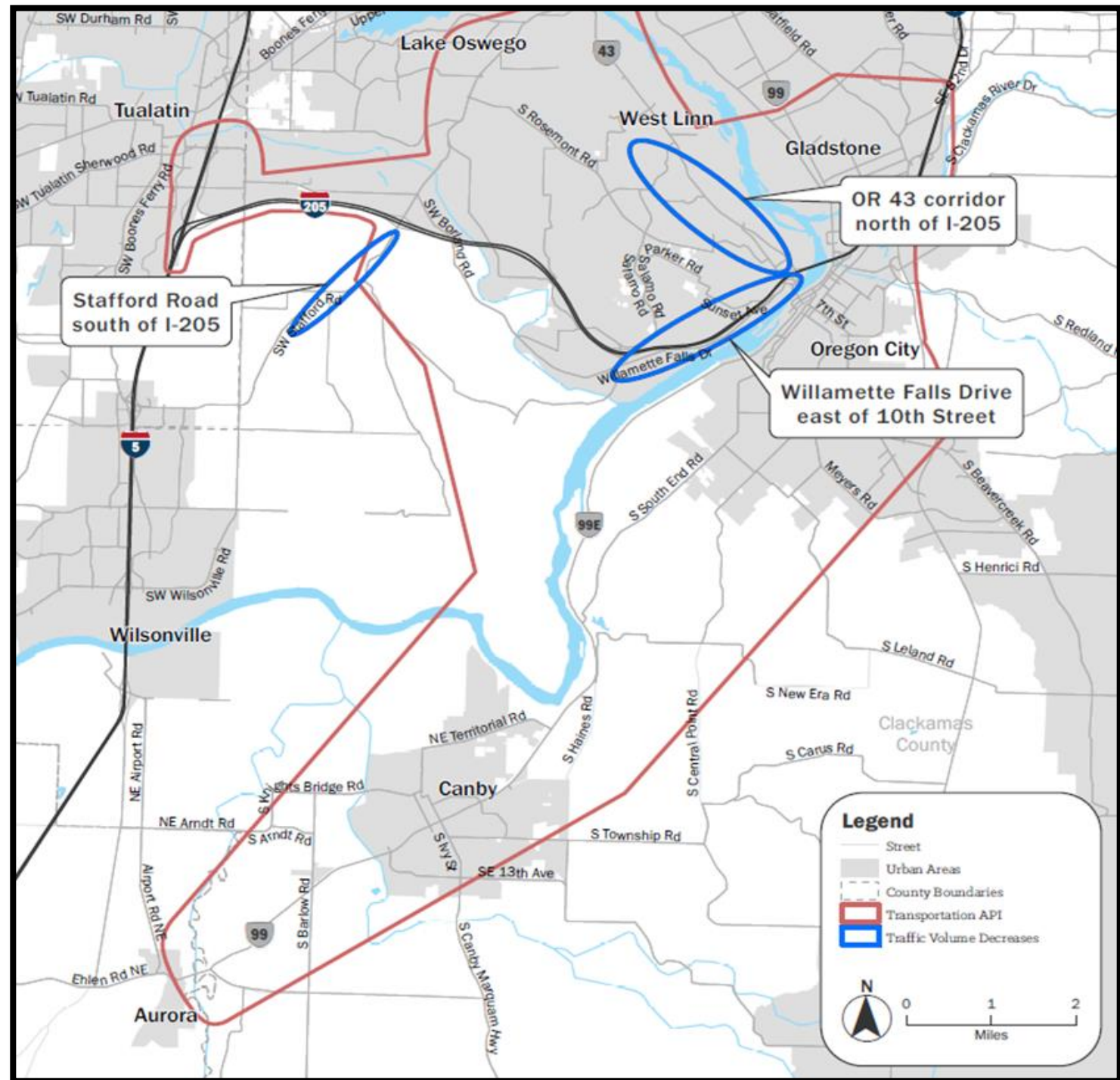
**We are studying 50
intersections
in the potential impact area**



Some areas will
likely get better

Projected daily
volume **decrease**

Regional transportation analysis initial results (2045)



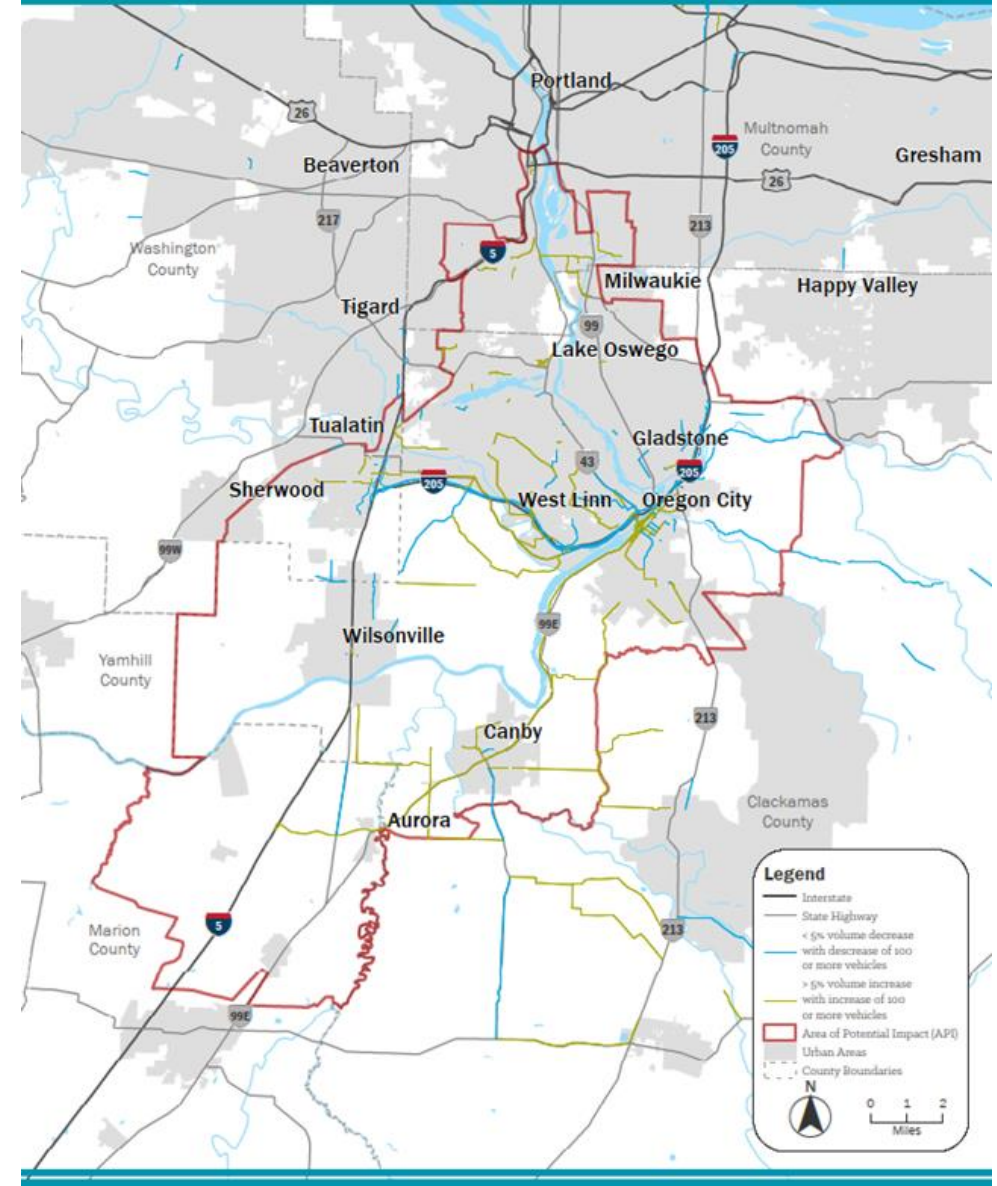
Projected daily volume increase

The map displays the Willamette Valley region, focusing on transportation planning areas. Key features include:

- Transportation Planning Areas (APIs):** Indicated by red outlines, including the OR 99E corridor through Canby and the Borland Road area between Stafford Road and 10th Street.
- Traffic Volume Increases:** Highlighted by yellow outlines, showing areas where traffic volume is expected to increase.
- Geographic Labels:** Cities such as Tualatin, Gladstone, West Linn, Oregon City, Wilsonville, Canby, and Aurora are labeled. Major roads like I-5, I-205, and OR 99 are also marked.
- Legend:** Provides symbols for Street, Urban Areas, County Boundaries, Transportation API, and Traffic Volume Increases.
- Scale and Orientation:** A north arrow and a scale bar (0 to 2 miles) are included in the bottom right corner.

Air Quality Metrics

- Guided by federal and state regulations and standards
- Area of potential impact (API) encompasses roadways with +/- 5% change in AADT and +/- 100 vehicles AADT

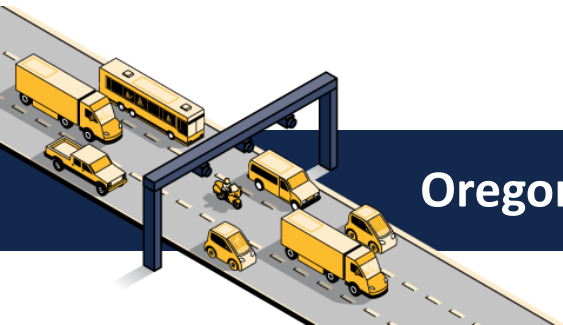


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Air Quality Metrics

- Quantitative assessment of long-term impacts:
 - EPA's MOVES model will be used to estimate mobile source air toxics (MSAT) emissions
 - Model inputs come from Metro Regional Travel Demand Model: VMT, average speed, road type
 - Result is the change in pollutant emissions due to the project
- Qualitative assessment of short-term impacts expected during construction

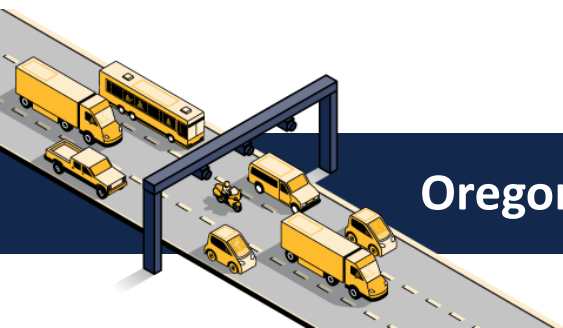


I-205 Toll Project Environmental Assessment (EA) Schedule

2021				2022			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Transportation Modeling			Transportation Impacts Analysis			Updated Modeling & Analysis	
			Community Impacts Analysis/Mitigation				

 Publish Environmental Assessment

 Publish Revised Environmental Assessment



Oregon Toll Program

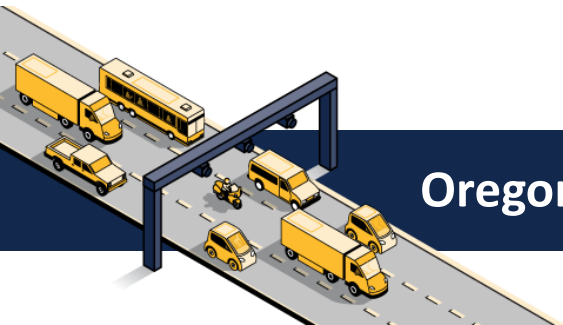
www.OregonTolling.org

Please contact us with your questions

Mandy Putney, I-205 Toll Project Director

Mandy.Putney@odot.state.or.us

(503) 720-4843



Oregon Toll Program

www.OregonTolling.org





2021 Transportation System Management and Operations (TSMO) Strategy Update

TPAC Presentation
October 1, 2021

Kate Freitag, ODOT
Scott Turnoy, ODOT
Caleb Winter, Metro
Chris Grgich, Fehr&Peers

Introductions



Kate Freitag, P.E. (she/her)

Oregon Department of Transportation
Region 1 Traffic Engineer
TransPort Chair
Operations Academy 2019 Graduate



Scott Turnoy (he/him)

Oregon Department of Transportation
Region 1 Major Projects
Principal Planner for Active Traffic
Management Systems
Project Manager of Data Sharing
Policy for Integrated Corridor
Management



Caleb Winter (he/him)

Metro Senior Transportation Planner
TSMO Program Manager
Regional Travel Options Grant Manager
Transportation Research Board
Participant



Chris Grgich, PE, PTOE (he/him)

Fehr & Peers
Associate Traffic Engineer
2021 TSMO Strategy Project Manager
ITS Washington, Past President

What do we want to hear from you?



**With the regional TSMO Strategy now drafted,
what is TPAC's input across activities and
partnerships?**

- **Metro TSMO Program**
- **TransPort and convened technical groups**
- **Coordinated operations**

What is TSMO?



What is TSMO?

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



What is TSMO?

Implementing 2018 Regional Transportation Plan Goal 4: Reliability and Efficiency

✓ TSMO is...



A holistic systems approach



A broad set of strategies



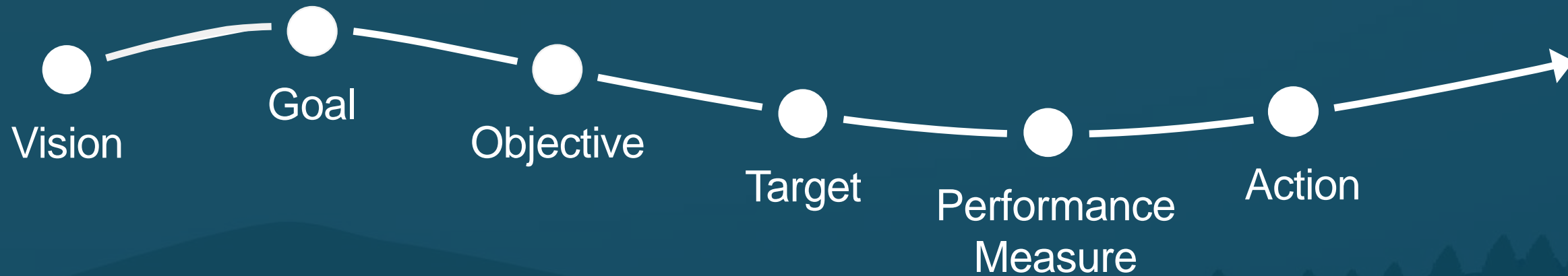
Innovative, cost-effective solutions

✗ TSMO is not...



Building our way out of congestion

The TSMO process



What's new?



Progress

Build on 10 years of TSMO progress.



Diversity

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



Equity

Approach TSMO with an equity focus.

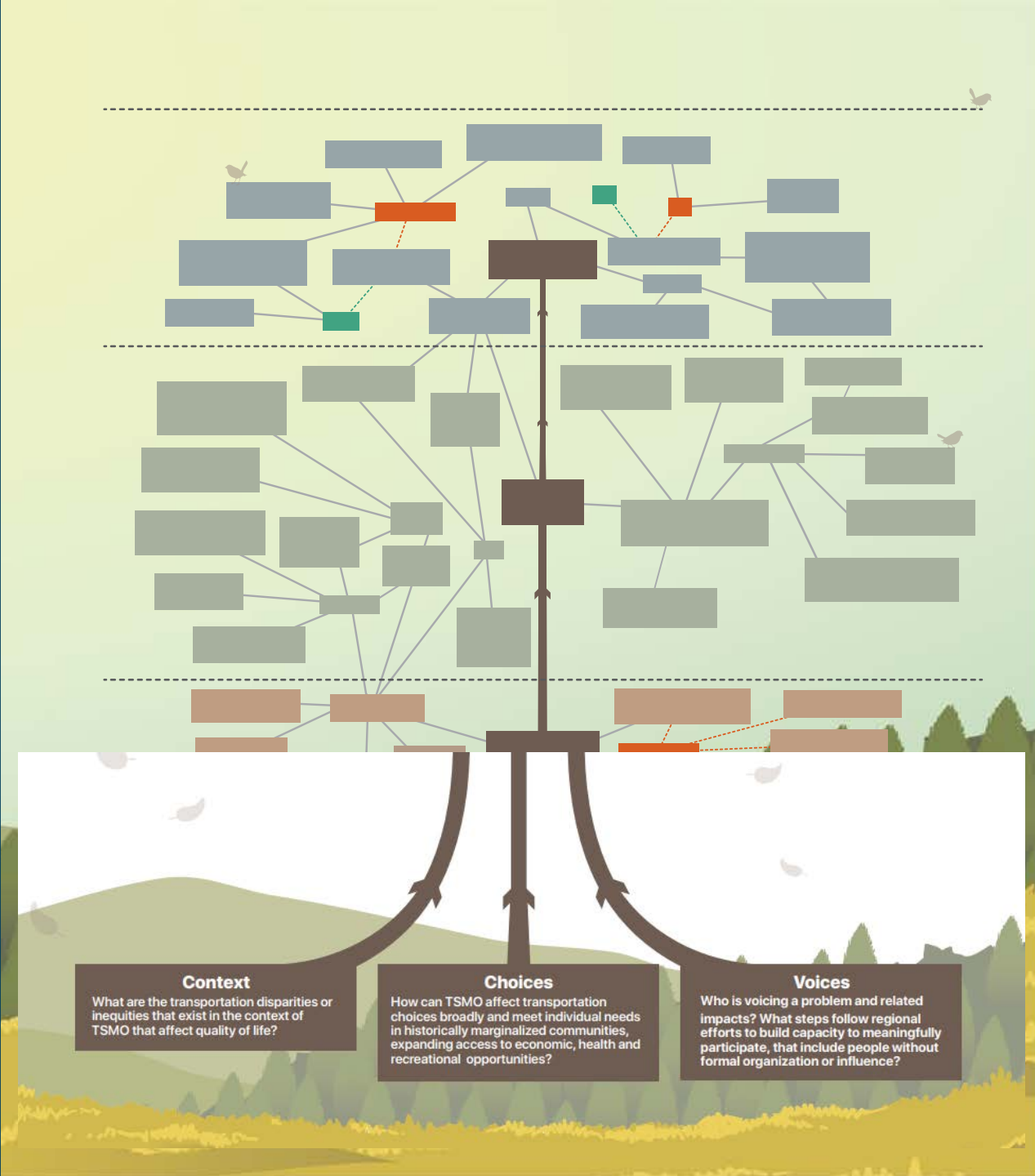
What's new?



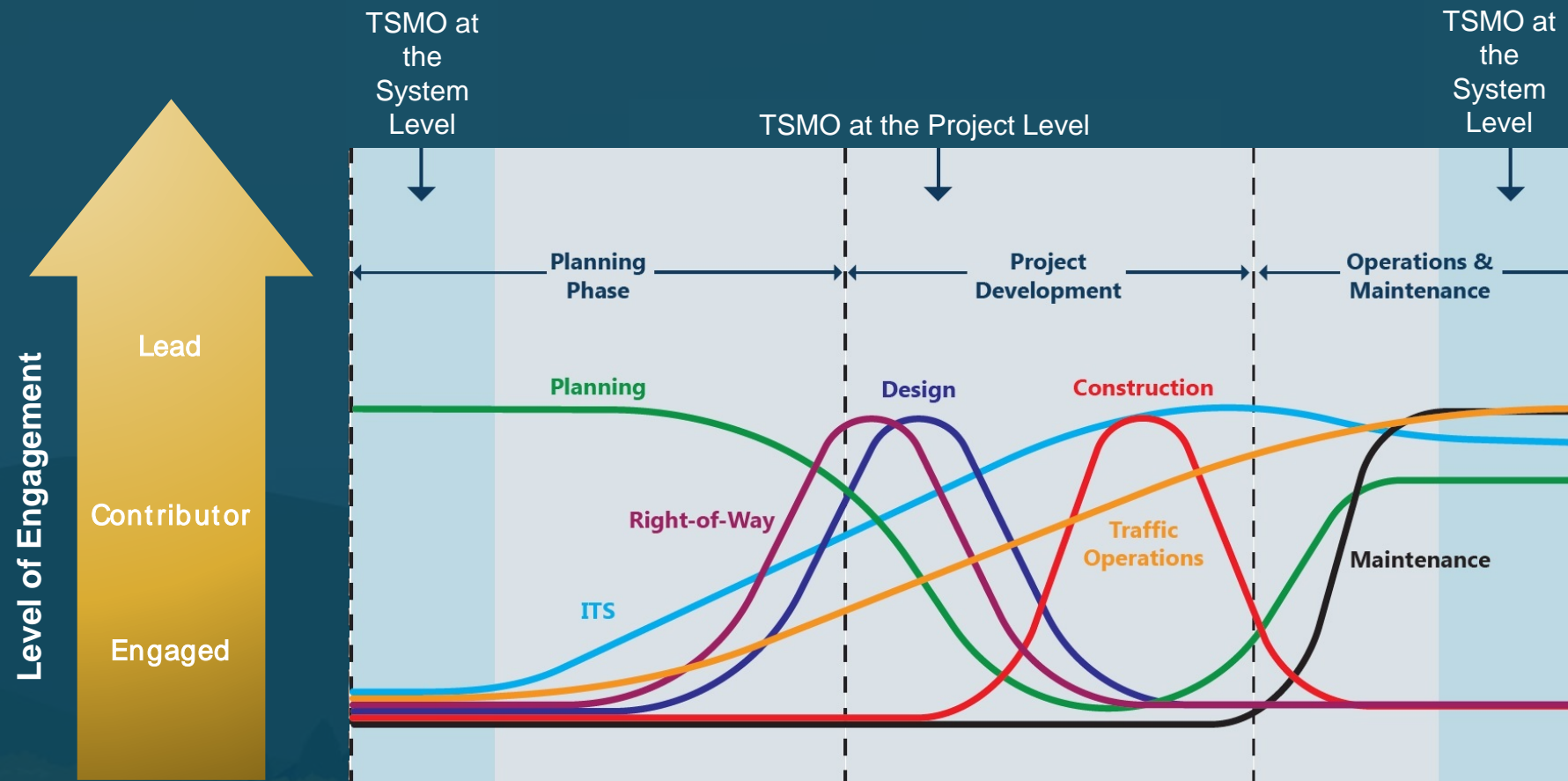
TSMO Equity Tree

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

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



TPAC role in regional collaboration



Source: *The Planning for TSMO Guidebook*, 2019

TSMO Strategy stakeholder participation

TPAC

July 12, 2019	Kick-off with draft work plan
May 7, 2021	Vision and Goals

TransPort

March 13, 2019	Kick-off
July 14, 2021	Performance Measures
August 11, 2021	Incident Management Team
September 8, 2021	Draft Actions

Project Management Team

August 26, 2020	Kick-Off Meeting
Monthly (2020-2021)	11 Progress Meetings

More Stakeholder Engagement

September 2020	Emerging Technology Strategy Partnerships
January 2021	Stakeholder Survey
April 1, 6, & 7, 2021	FHWA Emerging Technology & TSMO Workshop
July 2021	Stakeholder One-on-One Interviews and Focus Groups

JPACT

Sept. 19, 2019	Kick-off with draft work plan
June 17, 2021	Vision, Goals and Objectives

Stakeholder Advisory Committee

January 22, 2021	Vision & Goals Workshop
March 15, 2021	Objectives Workshop #1
March 30, 2021	Objectives Workshop #2
August 19, 2021	Actions Workshop
August 23-27, 2021	Actions Breakout Groups
August 31, 2021	Actions Wrap-Up

Stakeholders leading the TSMO Strategy update

Stakeholder Advisory Committee

Margi Bradway, Metro's Deputy Director of Planning & Development

Kate Freitag, ODOT's Region 1 Traffic Engineer, TransPort Chair

Millicent Williams, former Portland Bureau of Transportation's Deputy Director

Wendy Cawley, Portland Bureau of Transportation's City Engineer

Joe Marek, Clackamas County's Transportation Safety Program Manager

Lisha Shrestha, Division Midway Alliance's Executive Director

Debra Dunn, Synergy Resources Group's President and Founder, Oregon Environmental Council Board Member

Avi Unnikrishnan, Ph.D., Portland State University's Professor, Dept. of Civil and Environmental Engineering

Matt Ransom, Southwest Washington Regional Transportation Council's Executive Director

Geoff Bowyer, ODOT's Region 1 Traffic Management Operations Center

Jon Santana, TriMet's Interim Executive Director of Transportation

Draft Actions				
Reliable Travel Choices	Create a regional inventory of traffic signals and signal communication capabilities, and upgrade nonstandard operation. Identify gaps in the signal network, and create a prioritization plan for filling gaps in the network. Complete high priority signal connection upgrade projects.	Create an integrated corridor management plan (ICM) identifying qualifying corridors in the region in need of upgrades.	Provide guidance in using origin-destination data to identify and prioritize TSMO improvements.	Need to add reliability for bicyclists and pedestrians see crossing streets. Balancing throughput with pedestrian timing.
	Monitor and address split failures on through routes and major arterials.	Coordinate with TriMet to identify TSMO solutions to support a bus on shoulder implementation plan, building on lessons learned from I-5/I-205 pilot program.	Identify Traveler Information Systems that provide travel time, route, and real-time transit arrival information for equity focus areas.	
	Complete a feasibility study and concept exploration for adaptive signal control system on through routes and major arterials.	Coordinate with the Port of Portland to identify TSMO solutions during the development and implementation of a Freight Drayage Management Plan.	Identify ITS Travel Time information data collection and discussion gaps on KOPC Regional Emergency Transportation Routes and Oregon State Seismic Lifeline Routes to inform future routing decisions and provide alternative route information during interruptions.	

2.1.3	Establish internal data sharing policy and inter-agency(s) agreement with agency partners in order to incorporate data into PORTAL or another identified internal sharing system.	2
2.2.1	Identify interagency transportation management needs and establish agreements for management system sharing under emergency conditions.	3
	Add pre-planning emergency needs, scenario planning	
1	Support an inter-agency job shadow program to develop relationships across agencies boundaries.	1
	Create an inter-agency communications plan to define lines of communications and communication policies throughout the region.	2
	Review regional policy that creates access to operational and forecast models for agency partners to support TSMO planning.	

“ Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color and people with low incomes.

TSMO goals to align strategy and actions



Keep everyone free from harm.

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



Collaborate and partner regionally.

Collaborate as effective stewards of the transportation system.



Ensure reliable travel choices.

Provide a transportation system that is reliable for all users.



Eliminate disparities.

Eliminate transportation system disparities experienced by Black, Indigenous, people of color and people with low incomes.



Prepare for change.

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



Connect travel choices.

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

TSMO Performance Measures

Vehicle Miles Traveled (VMT) per Capita	» Reduce average vehicle miles traveled per person by 10 percent from 2021.
Number of Crashes by Severity	» Show progress toward meeting the 2035 Vision Zero Goal (Eliminate Fatal and Severe Injury crashes), and collisions in EFAs are equal to or less than the regional average.
Buffer Index	» Buffer Index (vehicle or transit, calculated as noted) is below 50% for all identified routes.
Agency Collaboration & Communication Events	» 100% of engagement activities involve Black, Indigenous, people of color, and people with low incomes and 100% of agencies are sharing data annually.
System Connectivity	» 100% of signals on identified routes have communications. » There is a 10% increase (from 2021) in the connectivity index and percent of households/employers within 10 minutes of transit, and a 15% increase in these metrics in EFAs.
Targeted TSMO Investments	» TSMO investments benefiting the identified key corridors/geographies make up at least 50% of total TSMO investments in the region.
Timely Traveler Information	» 50% of transit shelters, and 100% of shelters in EFAs, have real-time arrival displays. » 100% of agencies have a TIMS plan.

Alignment to other plans, policies, and processes

Regional Transportation Plan

Regional Transportation Safety Strategy

Regional Mobility Policy Update

RDPO Emergency Route Planning

Metro Freight Plan

Metro Equity Strategy

ODOT TSMO Performance Measures

Congestion Management Process

Asset Management

TSMO Action overview

Planning

- 3. Develop a Mobility on Demand strategy and policy.
- 5. Pilot Origin-Destination data to prioritize TSMO investments.

18. Participate in regional public outreach to assist in guiding, listening and learning through TSMO-focused conversations.

- 21. Update the regional ITS Architecture.

Listening & Accountability

- 6. Track and prioritize TSMO Investments for and with Black, Indigenous, people of color, and people with low incomes.
- 13. Create a community listening program.
- 19. Improve TSMO data availability to aid in traveler decisions and behavior.

Data Needs

- 1. Establish TSMO performance measures baseline.
- 12. Explore new TSMO data sources.

TSMO Action overview

Concepts, Capabilities, and Infrastructure.

- 2. Inventory and manage regional signal and ITS Communication infrastructure.
- 4. Manage transportation assets to secure the network.
- 7. Continue freight technology and ITS deployment.
- 8. Facilitate ground truthing of emerging technologies.
- 9. Establish a Regional Transit Operators TSMO Group.
- 10. Unify and standardize fare subsidies for transit and MOD.
- 11. Develop an ITS travel time information data collection and distribution plan for RDPO regional emergency routes.
- 14. Create continuous improvement process for existing and new signal systems and related performance.
- 15. Deploy regional traveler information systems.**
- 16. Implement integrated corridor management and mainstream into corridor planning.**
- 17. Create a TSMO safety toolbox.
- 20. Build and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure.

How can TPAC support action implementation?

Action 15. Deploy regional traveler information systems.

Action Description

Create a traveler information and educational campaign with Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.

The campaign should also start deploying traveler information systems where community-voiced need and multiple transportation options are present, building into a methodology Traveler Information System (TIS) priorities that may involve transit stops, public buildings, major destinations within regional centers and on-vehicle displays.

The TIS should incorporate a broad cross section of traveler needs which may include travel time, route, and real-time transit and shared-use mobility information.

Advancing TSMO Objectives

- 2.3 Collaborate with and educate travelers
- 3.1 Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.



How can TPAC support action implementation?

Action 16. Implement integrated corridor management and mainstream into corridor planning.

Action Description	Advancing TSMO Objectives
<p>Provide tools for regional partners based on I-84 Multimodal ICM Deployment Plan including</p> <ul style="list-style-type: none">• Establish a multimodal detour policy across agencies. Define lines of communication and pre-plan emergency needs by rehearsing scenarios for a variety of events impacting operations.• Provide job shadow and training experiences.• Create a data sharing policy and inter-agency(s) agreement with agency partners to incorporate data into PORTAL or another identified internal sharing system. Share construction schedules across agencies.• Implement a decision support system, employing forecast models as useful. <p>Beginning with the next RTP update, consider corridor needs that can be met through ICM based on regional efforts and FHWA guidance and local operators.</p>	<p>1.1 Collaborate to provide consistent travel experiences across jurisdictional boundaries through integrated payment and scheduling systems, integrated corridor management, and data sharing between agencies.</p> <p>2.2 Collaborate with emergency management when prioritizing investments on key emergency response routes.</p> <p>2.4 Improve inter-agency & intra-agency collaboration to ensure efficient operations by identifying and addressing barriers in communication when making decisions about network operation or expansion.</p> <p>5.1 Manage recurring and non-recurring congestion to improve travel time reliability for all users, including active transportation, transit, and freight.</p> <p>6.4 Provide public agency staff with the data, tools, models, and training needed to assess long-term disruptive transportation trends.</p>

How can TPAC support action implementation?

Action 18. Participate in regional public outreach to assist in guiding, listening and learning through TSMO-focused conversations.

Action Description	Advancing TSMO Objectives
<p>TSMO-focused public outreach should include traveler safety information and be focused on Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.</p> <p>Work with local agencies to create/update public outreach that specifically include equity focused TSMO that include Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.</p>	<div>1.2</div> <div>Ensure Black, Indigenous, people of color, and people with low incomes benefit from safety improvements.</div> <div>2.3</div> <div>Collaborate with and educate travelers.</div> <div>3.1</div> <div>Prioritize reaching underrepresented groups when providing traveler information and community outreach and ensure that modal access and traveler information is free from technological and financial barriers.</div> <div>5.4</div> <div>Communicate expected changes in reliability so that travelers can make informed travel choices.</div>

Discussion



2021 TSMO Strategy adoption process



Comment period open through October 25

oregonmetro.gov/tsmo

Next Steps

- | | |
|-------------|--|
| October 13 | TransPort |
| October 25 | 30-day comment period ends |
| November 5 | TPAC agenda item: Request action to recommend 2021 TSMO Strategy final draft for adoption by regional leadership |
| November 18 | Tentative JPACT presentation of 2021 TSMO Strategy with their consideration to adopt the update |



Metro

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Margi Bradway
Molly Cooney-Mesker
Summer Blackhorse
Ted Leybold

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Fehr & Peers

Briana Calhoun
Chris Grgich
Kara Hall
Katie Miller
Ron Milan

✉ C.Grgich@fehrandpeers.com



Interstate Bridge Replacement Program

TPAC: MTIP Amendment

Ray Mabey

Assistant Program Administrator

October 1, 2021



Project History

- ▶ In 2004, the Columbia River Crossing (CRC) project was formed by the Washington and Oregon Departments of Transportation to address I-5 corridor transportation issues identified by regional leaders through long-range planning studies
 - In the summer of 2008 a Locally Preferred Alternative (LPA) was selected
 - In 2011, a Final Environmental Impact Statement (EIS) was published and a project Record of Decision (ROD) was issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
 - After the ROD was published, the LPA was refined to include a phasing plan and to comply with the U.S. Coast Guard's issued bridge permit .
 - In 2013, FHWA and FTA approved two NEPA re-evaluations that formally amended the LPA

Initiating Efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$80 million in combined funding dedicated by OR and WA as of May 2021
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies
 - TriMet
 - C-TRAN
 - Oregon Metro
 - SW WA Regional Transportation Council
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown



Why do we need to replace the Interstate Bridge?

- ▶ Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington.
- ▶ Critical connection between Oregon and Washington and a vital trade route.
- ▶ At risk for collapse in the event of a major earthquake
- ▶ No longer satisfies the needs of modern commerce and travel

The IBR program will utilize and update past work to help identify a solution that reflects current community priorities and will improve our transportation system now, and for the future.

Six Problems:

While the program continues working with stakeholders and the public to identify what has changed, we know all of the problems identified in previous planning work remain current issues that have not been addressed.



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the west coast.



Congestion: Over 138,000 vehicles crossed the Interstate Bridge each week day in 2018, resulting in 7 to 10 hours of congestions during peak travel times.



Seismic resiliency:

In a major earthquake, the bridge would likely be substantially damaged, potentially beyond repair.



Inadequate bike & pedestrian paths:

Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Limited public transportation:

Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

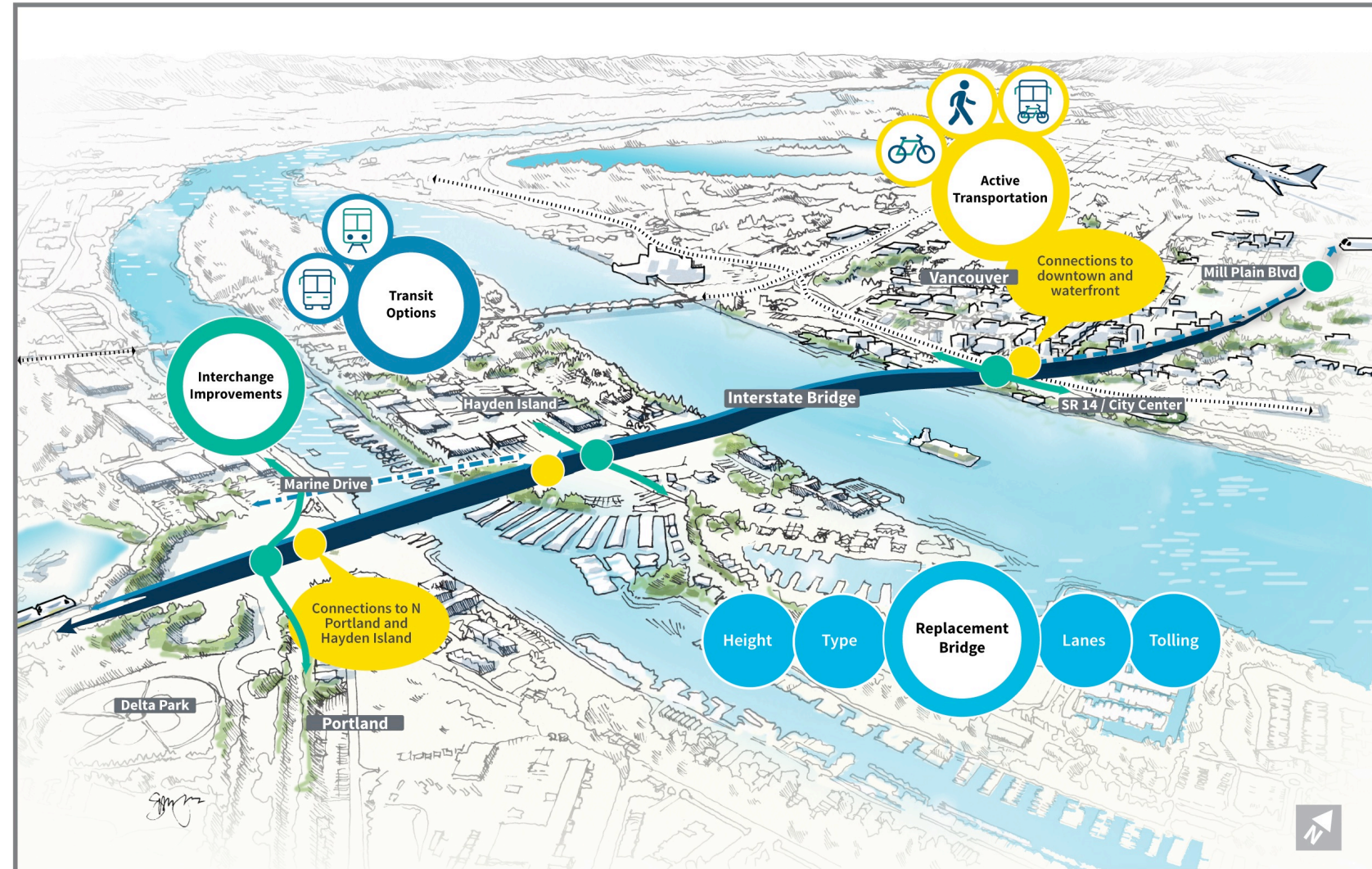
We are identifying the changes needed to update and improve upon past work.

- The program is working with partners to identify **what has changed contextually and physically from previous planning efforts** to help determine what design options should be considered.
- Stakeholder and community input will continue to inform how we conduct the program and what outcomes are developed.
- Community values and priorities – including commitments to equity and climate – are being used to develop screening criteria for design options and help shape the details of the IBR solution.

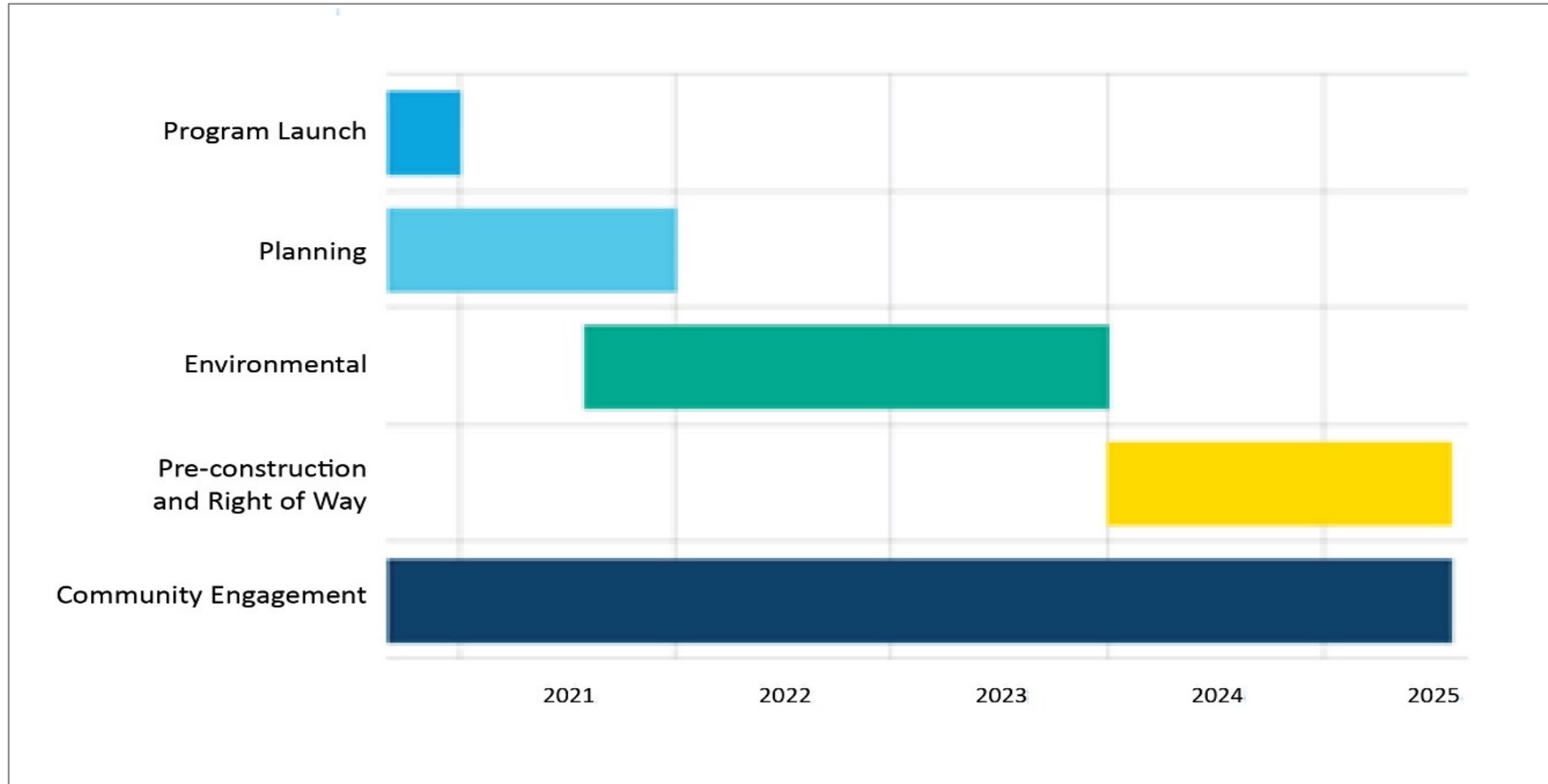


Identifying the IBR Solution

- ▶ Interchange Improvements
- ▶ Transit Options
- ▶ Replacement Bridge Configuration
- ▶ Active Transportation



Program Schedule



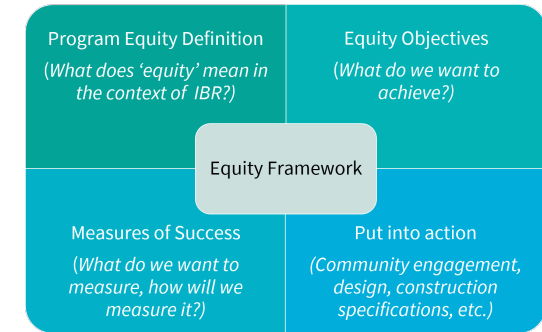
Program Schedule

Working in collaboration with local, state, federal and tribal partners, and the community to complete the following work over the next four years:

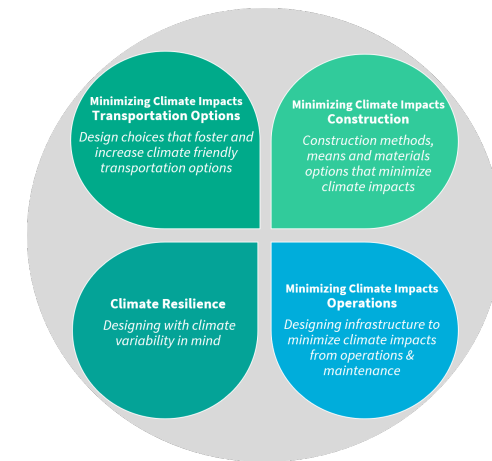
- ▶ Complete the federal environmental review process
- ▶ Obtain necessary state and federal permits
- ▶ Finalize project design
- ▶ Develop a finance plan
- ▶ Secure adequate funding
- ▶ Complete right of way acquisition
- ▶ Advertise for construction

We are committed to embedding equity and climate into the program.

- The program is embedding equity and climate considerations throughout the program in actionable and measurable ways.
- Work with advisory groups and partner agencies is shaping these critical components
- Using **equity and climate frameworks**, these considerations will be addressed **throughout design and construction** in:
 - ▶ Screening criteria to evaluate design
 - ▶ Performance measures
 - ▶ Design and construction specifications
 - ▶ Letters of agreement
 - ▶ Program commitments: community enhancements and mitigation

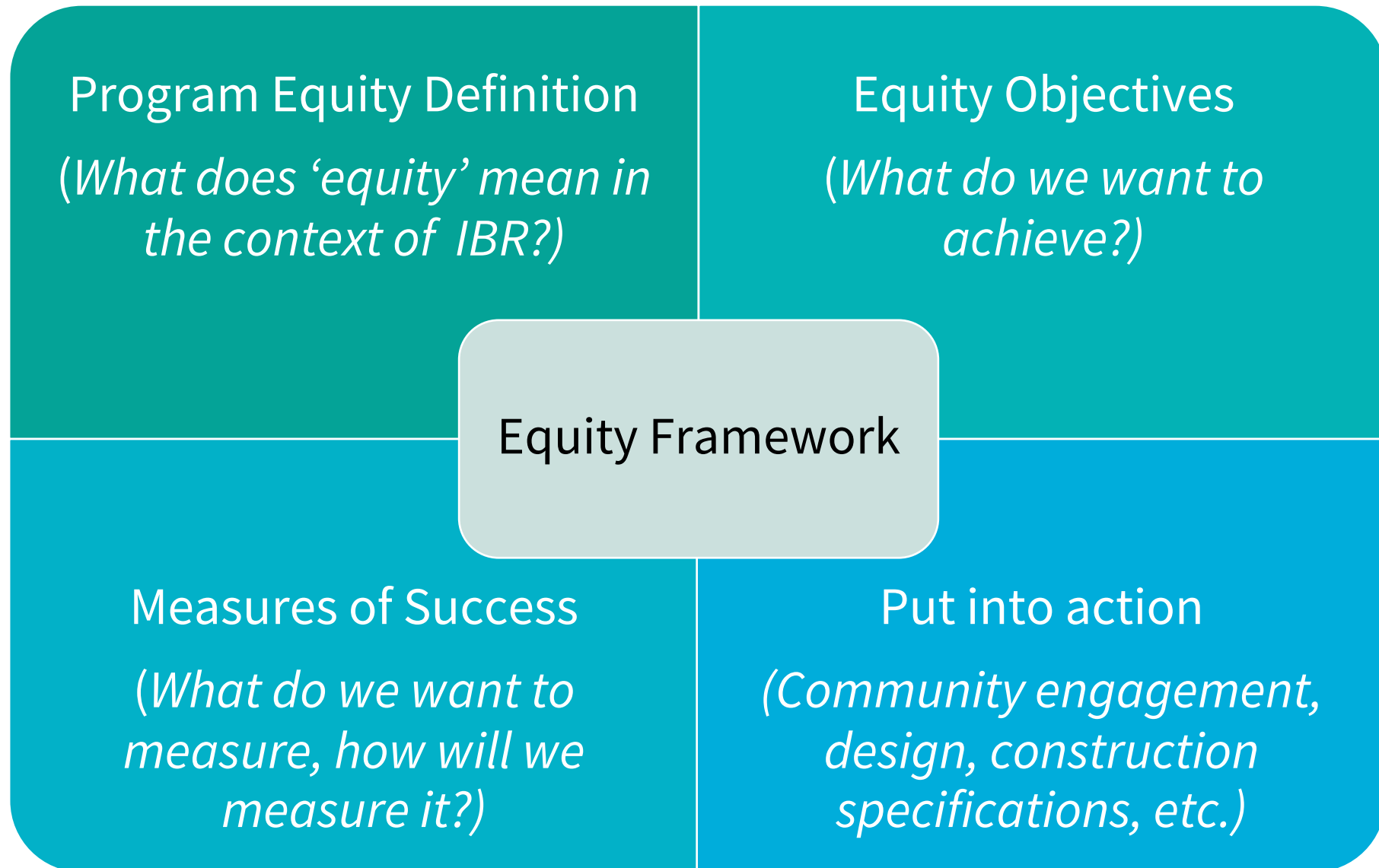


Equity Framework

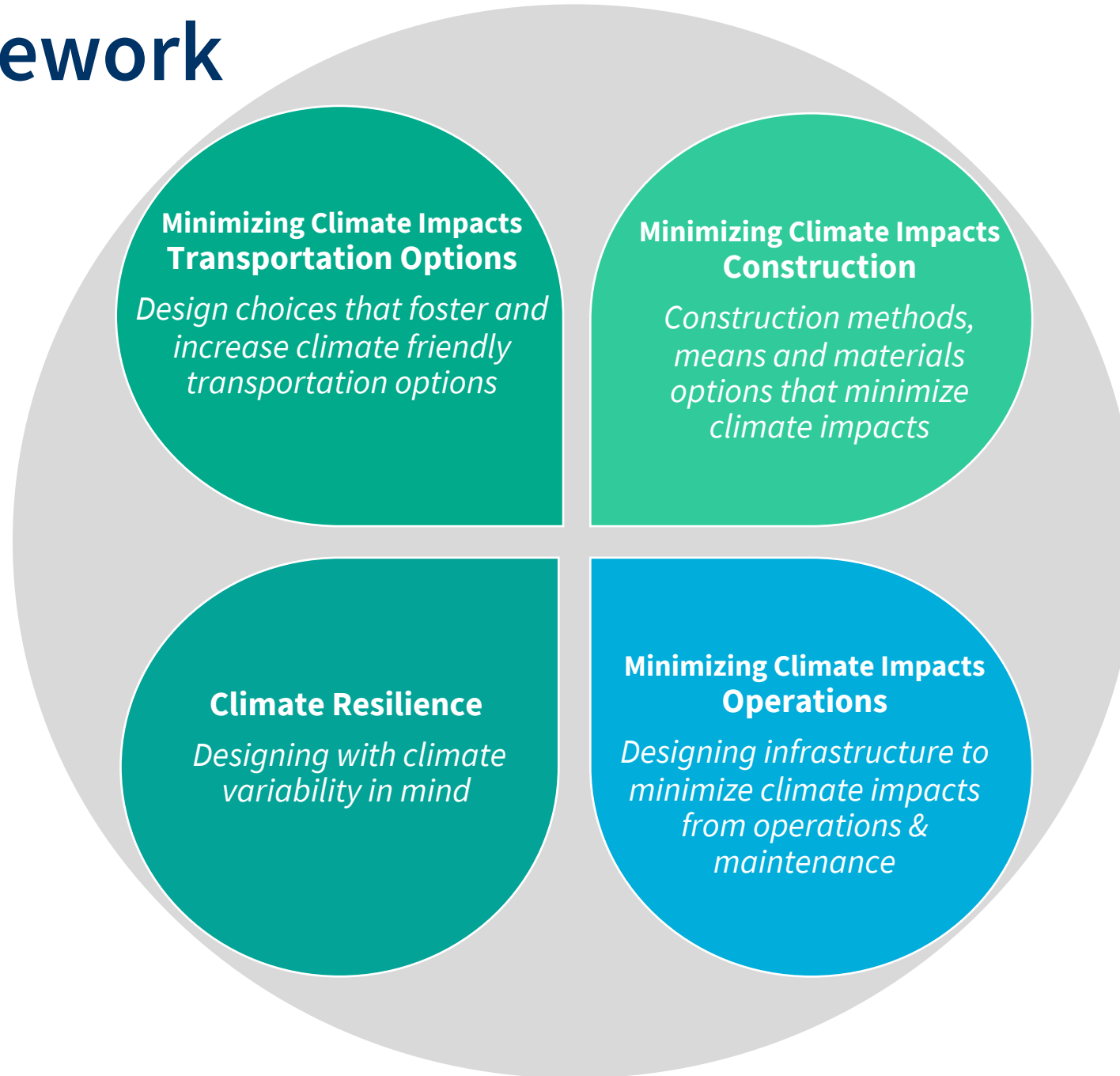


Climate Framework

Equity Framework Overview



Climate Framework Overview



Current Funding

- ▶ As of March 2021, Oregon and Washington have committed a combined \$80 million to the IBR program planning efforts
- ▶ The Washington State 2019 – 2021 Transportation Budget (ESHB 1160) included \$35 million
- ▶ The Oregon Transportation Commission allocated a total of \$45 million:
 - March 2021 - \$30 million
 - September 2020 - \$6 million
 - August 2019 - \$9 million
- ▶ Additional funding will be needed from each state to advance to construction as part of a comprehensive funding package that is anticipated to include a diverse range of sources, including federal funds, tolling, and state funds from both Oregon and Washington

Amendment Phase Project Cost

- ▶ Adds \$71 million to the preliminary engineering (PE) phase of the IBR Program.
 - With this change, the total available budget will change to \$80 million (\$45M from Oregon and \$35M from Washington).
- ▶ The estimated PE cost to complete NEPA for the IBR program is approximately \$135 million based on a completion of a supplemental environmental impact statement (SEIS) in mid-2024.
- ▶ The estimated PE cost for progressing final design to start the first phase of construction is estimated at approximately \$70 million
- ▶ This estimate is contingent on the scope of the IBR solution.
- ▶ Right-of-way costs and construction costs are not included in this budget estimate.

Stakeholder Involvement

- ▶ Equity Advisory Group

- The EAG will help ensure that the IBR program remains centered on equity
- Members of the Equity Advisory Group include partner agency representatives, community based organizations and community members

- ▶ Community Advisory Group

- Two co-chairs, one representing each state, will lead the group's diverse and inclusive membership, with balanced representation from both Washington and Oregon.
- Members of the Community Advisory Group reflect community-based organizations and at-large community members

- ▶ Community Working Groups

- Active Transportation
- Multimodal Commuter
- Hayden Island / Marine Drive
- Downtown Vancouver

- ▶ Elevating Voices of Equity Listening Sessions + Broad Community Engagement



Questions?

For more information contact:
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