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**Wednesday, September 16, 2020**  
**7:30 AM – 9:00 AM**

**Digital Meeting:**

<https://clackamascounty.zoom.us/j/95013067260?pwd=UEdMRXhqQVFJeVdWVWk5meHYvdGplQT09>

Meeting ID: 950 1306 7260

Password: 167302

Telephone option: 1 (253) 215-8782

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**Agenda**

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT Issues**

*Presented by John Mermin, Metro*

- Metro Jurisdictional Transfer Project Update

**September JPACT Agenda Topics**

*Presented by TPAC Staff*

**8:45 a.m. Other Issues**

- MTAC – Other Cities staff appointment (2 nominees)

**9:00 a.m. Adjourn**

<b>Attachments:</b>	JPACT/MPAC Work Programs	Page 02
	Jurisdictional Transfer Framework Memo	Page 06
	Jurisdictional Transfer Regional Framework Summary	Page 08
	Joseph Briglio MTAC-Other Cities Letter of Interest	Page 12
	Laura Weigel MTAC-Other Cities Letter of Interest	Page 13
	TPAC Staff Memo	Page 14



## 2020 JPACT Work Program

*As of 8/17/20*

*Items in italics are tentative*

<p><b><u>August 20, 2020</u></b> – cancelled</p>	<p><b><u>September 17, 2020</u></b></p> <ul style="list-style-type: none"> <li>• Resolution 20-5124, For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to add an ODOT Project to Study and New Willamette River Bike and Pedestrian Bridge Between Oregon City and West Linn in the Vicinity of I-205 <b>(consent)</b></li> <li>• For the Purpose of Completing Required Technical Corrections Through the First of Two Formal Transition Amendments to the 2021-2024 Metropolitan Transportation Improvement Program to Add New Projects Or Correct and Update Current Project Programming Involving Phase Slips, Cost Adjustments, Delivery Timing Updates, and/or Fund Swaps Impacting Various Projects and Agencies (AG21-01-AUG) <b>(consent)</b></li> <li>• For the Purpose of Completing Required Final Corrections to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Plus Amend, Complete Technical Corrections, and Add New Projects as Part of the Transition Formal Amendment to the 2021-24 MTIP (SP21-02-SEP) <b>(consent)</b></li> <li>• Metro Jurisdictional Transfer Project Update (John Mermin/Margi Bradway, Metro) 20 min</li> <li>• ODOT Tolling &amp; Congestion Pricing Project update (Lucinda Broussard &amp; Elizabeth Mros-Ohara, ODOT) 20 min</li> </ul>
<p><b><u>October 15, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Policy Update (Kim Ellis, Metro) 20 min</i></li> <li>• <i>Burnside Bridge Update (20 min)</i></li> </ul> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem</p> <p><u>October 15</u>: Oregon Mayor’s Association Meeting, Salem</p>	<p><b><u>November 19, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i></li> <li>• <i>Interstate Bridge Replacement Program Partner Resolution (Margi Bradway, Metro; 45 min; Information/Discussion)</i></li> </ul>

**December 17, 2020**

- *Metro Jurisdictional Transfer Project Action to accept Final Report for inclusion in 2023 RTP Technical Appendix(John Mermin, Metro) **(consent)***
- *Emergency Transportation Routes Update (20 min)*

**Parking Lot:**

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

## 2020 TPAC Work Program

As of 7/2/2020

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

<p><b>July 10, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2020-21 UPWP administrative amendments (John Mermin)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-5116 Recommendation to JPACT</b> (Lobeck, 15 min)</li> <li>• 2020-21 UPWP amendment ODOT – Pedestrian &amp; Bicycle Crossing: Oregon City to West Linn <u>Information/Discussion</u> (John Mermin, 15 min)</li> <li>• ODOT’s I-5 &amp; I-205 tolling projects update <u>Information/Discussion</u> (Glen Bolen/Lucinda Broussard, 45 min)</li> <li>• Jurisdictional Transfer project update <u>Information/Discussion</u> (John Mermin/Glen Bolen, 30 min)</li> </ul>	<p><b>August 7, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-**** Recommendation to JPACT</b> (Lobeck, 25 min)</li> <li>• Freight Commodity Study/Planning <u>Information/Discussion</u> (Tim Collins, 20 min)</li> <li>• Columbia-Lombard Mobility Corridor Plan <u>Information/Discussion</u> (Bryan Poole, Portland Bureau of Transportation, 40 min)</li> <li>• Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 20 min)</li> </ul>
<p><b>September 4, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-**** Recommendation to JPACT</b> (Lobeck, 15 min)</li> <li>• 2021 PILOT Grants <u>Information/Discussion</u> (Eliot Rose, 30 min)</li> <li>• Active Transportation Return on Investment Study: Interim Findings <u>Information/Discussion</u> (John Mermin, Jennifer Dill, 40 minutes)</li> <li>• Jurisdictional Transfer – Draft Report <u>Information/Discussion</u> (John Mermin, 20 min)</li> </ul>	<p><b>October 2, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-**** Recommendation to JPACT</b> (Lobeck, 15 min)</li> <li>• Oregon Passenger Rail Corridor Investment Plan, FRA Decision of Record (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc., 40 min)</li> <li>• 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 min)</li> <li>• <i>Transportation for America “Smart Cities Collaborative” program updates</i> <u>Information/Discussion</u> (Eric Hess, City of Portland/Katherine Kelly, City of Gresham/Eliot Rose, Metro; 40 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>

**2020 TPAC Work Program**

**As of 7/2/2020**

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

<p><b>November 6, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <i>Recommendation to JPACT</i> (Lobeck, 15 min)</li> <li>• Regional Mobility Policy Update: Case Studies &amp; Policy Approaches Discussion <i>Information/Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min)</li> <li>• <i>Interstate Bridge Replacement Program Partnership Resolution Update</i> <i>Information/Discussion</i> (Ally Holmqvist, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Kloster, 10 min)</li> </ul>	<p><b>December 4, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• COVID-19 updates and information from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <i>Recommendation to JPACT</i> (Lobeck, 15 min)</li> <li>• <b>Recommendation to JPACT on Jurisdictional Transfer</b> <i>Recommendation to JPACT</i> (John Mermin, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Kloster, 10 min)</li> </ul>
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**Parking Lot: Future Topics/Periodic Updates**

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| <ul style="list-style-type: none"> <li>• Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge</li> <li>• Implement Local Climate Plans &amp; Climate Smart Strategy Updates</li> <li>• Enhanced Transit Update</li> <li>• TPAC Democratic Rules Training (Kloster)</li> <li>• Metro Legislative Updates (Randy Tucker)</li> <li>• Update on SW Corridor and/or Division Transit</li> </ul> | <ul style="list-style-type: none"> <li>• Value Pricing Legislative Updates on Directives</li> <li>• Columbia Connects Project</li> <li>• 2020 Census</li> <li>• Ride Connection Program Report (Julie Wilcke)</li> <li>• Get There Oregon Program Update (Marne Duke)</li> <li>• Update on US Congress INVEST in America Act and HEROS Act (informational)</li> </ul> |
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Agenda and schedule information, call 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)  
 To check on closure or cancellations during inclement weather please call 503-797-1700.



# Memo

Date: August 27, 2020  
To: Joint Policy Advisory Committee on Transportation  
From: John Mermin, Senior Transportation Planner  
Subject: Regional Framework for Highway Jurisdictional Transfer – Public Review Draft

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## **Purpose**

The purpose of this memo is to share the draft final report with JPACT and a description of the public engagement as part of the public comment period September 15 – October 22.

## **Background**

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets (e.g. 82<sup>nd</sup> Avenue in Portland). Most of these routes have been bypassed by modern, limited access freeways (e.g. I-205) that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

## **Overview of the Draft Report**

The report provides a Policy Framework, Evaluation Methodologies, Findings, Needs and Deficiencies Assessment, and a Cost estimating Methodology. The report highlights the key takeaways and provides attachments including the full deliverables for these components as well as for an Inventory of candidate roadways, Equity considerations and Roadway classification change recommendations.

## **Engagement tools**

To share encourage public engagement during the comment period (9/15-10/22), staff will utilize the following tools:

- The project website: [www.oregonmetro.gov/jurisdictionaltransfer](http://www.oregonmetro.gov/jurisdictionaltransfer)
- Email notice to jurisdictions and interested parties
- Online public comment questionnaire
- Office hours (by Zoom or email) to interact with project staff
- Presentations to the County coordinating committees

Please email [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you would like to receive the more detailed Public Engagement Plan.

## **Next Steps**

By September 15<sup>th</sup>, the draft report will be available to be downloaded at: [www.oregonmetro.gov/jurisdictionaltransfer](http://www.oregonmetro.gov/jurisdictionaltransfer). In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix. *(The consultant recommendation will be advisory and not part of this action).*

The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right-of-way from the State to a local jurisdiction – a city or county.<sup>1</sup> The decision framework serves as a tool for the state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study was convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the cities (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980, the highway system in the Portland area was built. It included limited access facilities such as Interstate 5 (I-5), I-205, and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system.

Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development, and diversified land uses. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, taking transit, and making short- and medium-distance trips by motor vehicle. Roadway designs that catered to convenient auto access and were useful last century do not always work for our communities today. Managing these roads – ones that used to function as highways – to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers, has become increasingly complex due to historic lack of public and private investment in areas serving disadvantaged communities of color or communities with lower incomes.

While roadway functions have changed, for many, their roadway classification and physical design have not. Roadways that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials to local jurisdictions could provide the opportunity for them to be re-constructed and operated consistent with local design standards that may respond better to modern transportation uses and mobility options, desired land use and development patterns, and community needs.

The study provides a toolkit for state, regional, and local jurisdiction leaders to identify promising candidate roadways for transfer and to facilitate successful transfer of roadway ownership. It identified 11 state-owned highway segments in greater Portland that could be considered for a jurisdictional transfer and addressed some of the opportunities and barriers to transferring the routes. These 11 highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, poor pavement conditions, or inadequate safety infrastructure. Many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language. In general, these characteristics make them more promising candidates for jurisdictional transfer to local jurisdictions. In some cases, there is current interest from the local jurisdictions to pursue transfer in attempts to align existing and future land uses with community interest. As such, an investment in a jurisdictional transfer is not just a transportation investment, but also a community investment.

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1. A jurisdictional transfer can also be the transfer of ownership from a local jurisdiction to ODOT.



In addition to briefings and workshops with members of Metro’s Transportation Policy Alternatives Committee (TPAC) and Metro Council, project-focused committees were established to inform the study.

The Project Executive Team included representatives from Metro and ODOT and the Project Steering Committee included representatives from Metro, ODOT, TriMet, Washington County, Clackamas County, Multnomah County and the City of Portland.

### **Inventory of non-interstate highways**

The study team prepared an atlas including all state-owned highways within the Portland metropolitan area that are not freeways. The atlas identifies jurisdictional boundaries, national, state, regional and local roadway classifications or designations and other roadway characteristics or elements such as surrounding land use, average annual daily traffic volume, presence of sidewalks, bike lanes, and bridges, and environmental factors. The atlas provided an inventory to help identify which roadways were studied further to develop findings regarding the most promising candidates for jurisdictional transfer. The atlas is included as Attachment A.

### **Policy framework**

The study team summarized the legal, regulatory, and policy framework for highway jurisdictional transfers in Oregon. The team also identified major constraints to the transfer process and provided best practices based on examples of completed roadway transfers in Oregon. The summary gives decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze and implement jurisdictional transfers in the region. (see Section 2 and Attachment B)

### **Corridor evaluations and findings**

The study team evaluated 78 corridor segments within the Portland metropolitan area to determine the most promising corridor segments for transfer. For the purposes of this evaluation, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).<sup>2,3</sup> The evaluation methodology consists of two parallel processes, each consisting of one screening round and one evaluation round.

- Round 1: Preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable candidates for jurisdictional transfer because of their intended vehicle and freight throughput function
- Round 2a: Technical evaluation of the remaining segments from Round 1 to select promising segments for potential transfer
- Round 2b: Readiness evaluation of the remaining segments from Round 1 to select promising segments for potential transfer

The results from Round 1, preliminary screening, equally informed subsequent evaluation rounds. After Round 1, the study team evaluated the remaining corridor segments to identify the most promising segments as candidates for jurisdictional transfer from two perspectives: technical (Round 2a) and readiness of the local jurisdictional to accept and manage an arterial (Round 2b). The technical evaluation examined segments using technical considerations related to the existing and future function of the roadway. Starting with a technical perspective allows considerations about the function of a roadway to inform conversations about jurisdictional transfer. The readiness evaluation examines the same universe of segments using readiness considerations related to local support and interest, including characteristics such as jurisdictional capacity, leadership interest, or experience with jurisdictional transfers.

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2. The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.

3. Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

The study team also conducted an equity consideration evaluation to identify highway corridors with higher-than-average levels of people of color, low-income households, people who are unemployed and people with limited English proficiency and/or disabilities. Those corridors with higher than regional averages of equity-focused populations were given additional consideration as most promising for jurisdictional transfer.

The team evaluated and compared results from Round 2a and Round 2b, informed by the equity considerations evaluation, to identify segments that appeared most promising for jurisdictional transfer discussion (see Sections 3 and 4 and Attachment C for evaluation criteria and scoring and Attachment D for the Equity Considerations).

While all of the corridors in this report are of importance, the team identified the 11 corridors with mile points (MP) listed below (as shown in Figure ES-1) for consideration for further jurisdictional transfer discussions. These corridors showed the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness and equity considerations. Many of these highway corridors are within areas that have higher than average concentrations of people of color and people who are low-income. In addition, many of these highway corridors demonstrated traffic safety needs. Of the factors used in the analysis, these factors were identified of critical concern in the 2018 RTP. Figure ES-2 illustrates the evaluation process.

1. Powell Boulevard (U.S. 26): MP 0.2 - 10.0
2. Barbur Boulevard (OR 99W): MP 1.2 - 7.6
3. SE/NE 82nd Avenue (OR 213): MP -0.1 - 7.2
4. Tualatin Valley Highway (OR 8): MP 2.9 - 5.9
5. Pacific Highway W (OR 99W): MP 7.6 - 11.5
6. Tualatin Valley Highway (OR 8): MP 5.9 - 17.9
7. Pacific Highway W (OR 99W): MP 11.5 - 14.5
8. Farmington Road (OR 10): MP 5.9 - 7.3
9. SW Hall Boulevard (OR 141: MP 2.6 - 7.1 and MP 7.7 - 8.9
10. SE McLoughlin Boulevard (OR 99E): MP 5.7 - 6.7
11. Willamette Drive (OR 43): MP 8.0 - 11.5

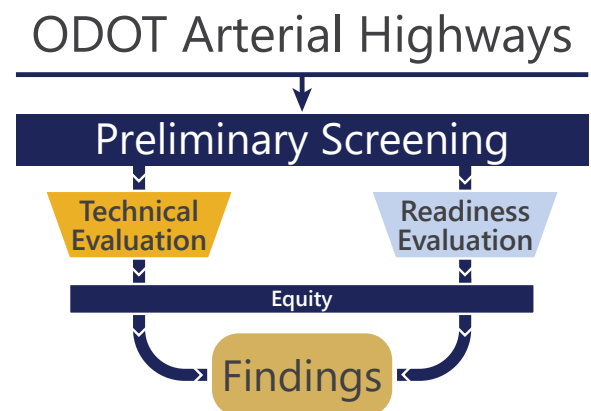


Figure ES-2: Screening, technical evaluation and readiness evaluation process

### Need and deficiencies

The study team prepared a high-level assessment of the needs and deficiencies based on today's conditions and sentiments of the 11 potential jurisdictional transfer candidates identified above to help inform future conversations about investment and/or jurisdictional transfer. The needs and deficiencies assessment is designed and organized primarily as a tool for cities and counties most likely to receive these facilities and secondarily for regional and state agencies. See Section 5 and Attachment E.

### Cost estimating methodology

The study team developed a cost estimating methodology to provide partners with a consistent process for use in developing and understanding the costs associated with a highway jurisdictional transfer in greater Portland. The methodology is based on industry practices, asset management strategies, past jurisdictional transfers, and technical expertise in consultation with ODOT staff and technical experts. Roadways require maintenance, improvements, and oversight over the course of ownership. The methodology ensures partners have consistent, necessary tools to consider these variables as local jurisdictions, Metro and ODOT engage in conversations regarding highway jurisdictional transfer. See Section 6 and Attachment F.

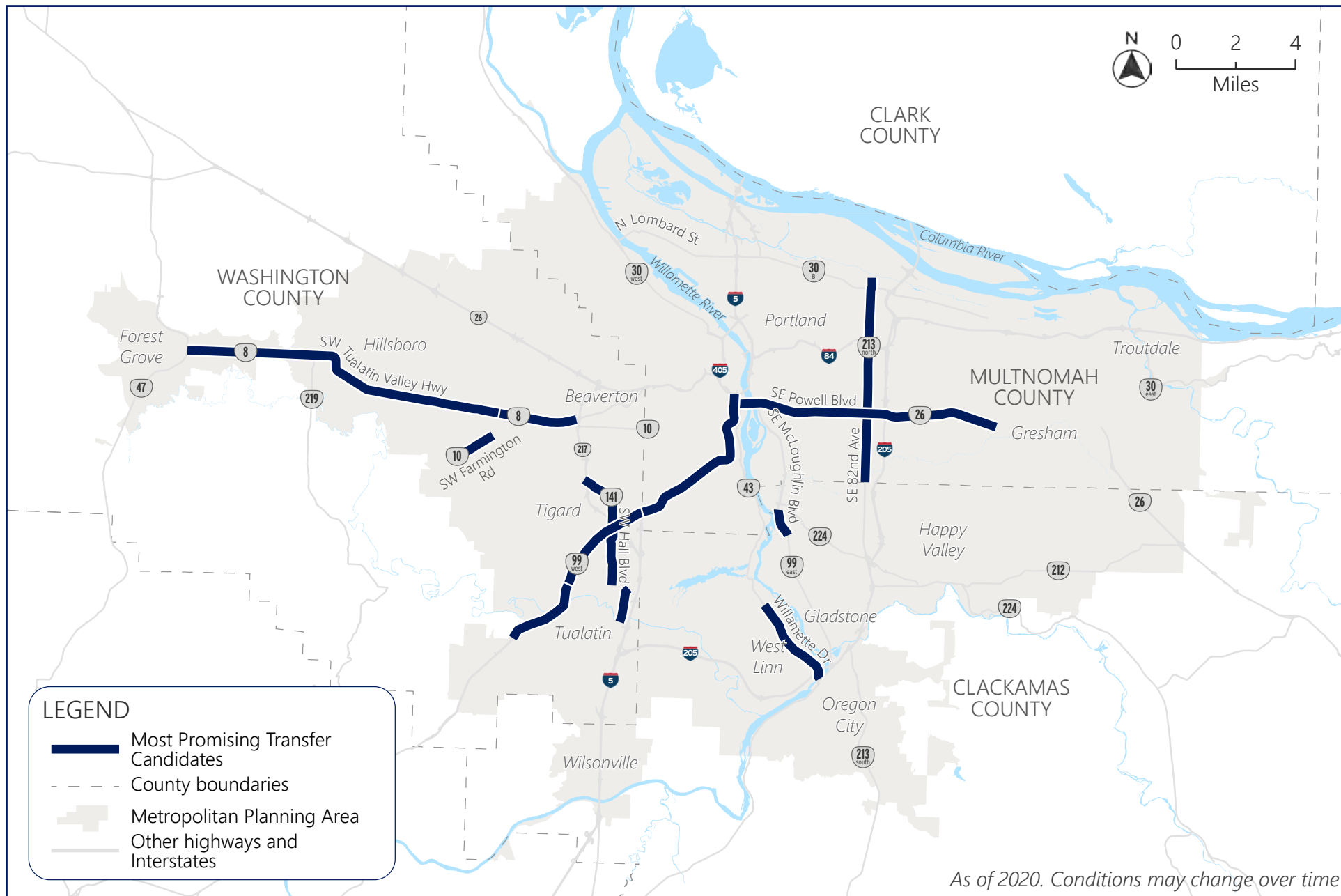


Figure ES-1: Corridors identified as promising candidates for jurisdictional transfer

**Mayor**  
Honorable Tom Ellis



**City Manager**  
Jason A. Tuck, ICMA-CM

**RE: Letter of Interest for “MTAC-Other Cities Clackamas” Opening**

To whom it may concern:

My name is Joseph Briglio and I am the Planning Manager for the City of Happy Valley, Oregon’s fastest growing city. I am submitting this letter to express my interest in serving on Metro’s Technical Advisory Committee (MTAC) as the “Other Cities Clackamas” member.

As the Planning Manager for the City of Happy Valley, I am tasked with leading our daily planning efforts to help ensure compliance with State and Metro goals, as well as manage the challenge of balancing fast-paced growth with sustainable development practices. I have worked in local government for over 16-years and have won awards for my creative approach to civic engagement and public service. My experience has included managing affordable housing programs, environmental sustainability initiatives, a high-tech business incubator, a jobs-investment fund, and served in several urban planning related roles and responsibilities. I hold a Master of Public Administration (MPA) from the University of Southern California, a B.A. in Environmental Studies and Urban Planning from Sonoma State University, an Economic Development Certificate from Fresno State, and an Incubator Management Certificate from the International Business Innovation Association.

In addition to understanding numerous aspects of local government, and perhaps more germane to the MTAC position, I have also worked at the MPO-level as the Regional Affairs Officer and Project Manager for the Southern California Association of Governments (SCAG) where I partnered with dozens of municipalities to create multi-jurisdictional plans and policies in the attempt to tackle the major issues of our time, such as housing, transportation, economic development, sustainability, and post-disaster recovery.

If you have any questions about my experience or interest, then please do not hesitate to reach out. I would also be happy to provide my CV upon request. My email is [jbriglio@happyvalleyor.gov](mailto:jbriglio@happyvalleyor.gov) and my phone number is 503-783-3845.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Briglio', is written over a light blue horizontal line.

Joseph Briglio  
Planning Manager



Memorandum

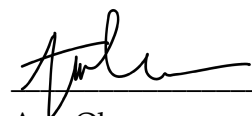
To: Clackamas County Coordinating Committee Metro Subcommittee  
From: Ann Ober, City Manager  
Date: August 28, 2020  
Subject: Recommendation to Nominate Laura Weigel to Metro Technical Advisory  
Committee (MTAC)

Greetings,

I am writing to recommend that new Milwaukie Planning Manager Laura Weigel be nominated as the MTAC representative for the Clackamas County Other Cities position in order to be able to provide support to Milwaukie Councilor Kathy Hyzy who is serving as the Other Cities MPAC representative.

Laura is familiar with Clackamas County and MTAC. She has recently served as the alternate MTAC member for the City of Hillsboro, attending in place of the Planning Director at most meetings. She was a member of the planning staff in Lake Oswego prior to joining the Hillsboro staff. Laura is a member of the American Institute of Certified Planners and I am certain she will provide excellent representation for Clackamas County's smaller Metro cities in this role.

Please contact me with any questions about this recommendation.



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Ann Ober

City Manager

she • her • hers

[obera@milwaukieoregon.gov](mailto:obera@milwaukieoregon.gov)

o: 503.786.7501 c: 503.753.6608

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** Dayna Webb, City of Oregon City  
Jaimie Huff, City of Happy Valley  
Cities of Clackamas County TPAC Representatives  
**Re:** September 4, 2020 TPAC Meeting  
**Date:** September 16, 2020

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### Overview

Following is a brief summary of the September 4, 2020 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

#### General Updates

- Year-to-date, there have been 278 traffic fatalities in the State of Oregon, of which 66 are attributable to the tri-county area. An estimated 6 fatalities occurred in August in the tri-county area. Whereas these updates are provided to TPAC monthly, JPACT may also begin to receive updates in future packets.
- A draft Regional Framework for Highway Jurisdictional Transfer will be uploaded to the [project website](#) and public comment will be accepted from September 15 – October 22. A draft Final Report will be shared with Metro Council (9/15) and JPACT (9/17). In December, Metro will share outcomes of the public comment and a recommendation for future regional action from the consulting team. Metro staff request action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix (*Note: The consultant recommendation will be advisory and not part of this action*).
- In August, TPAC recommended Resolution 20-5125 to JPACT, and JPACT will consider the resolution at its September meeting. Resolution 20-5125 contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. Included within the bundle are TriMet projects pertaining to the MAX Red Line extension. The Association of Oregon Rail and Transit Advocates (AORTA) has since raised some concern about the Red Line extension and would like the project to be reconfigured. Comments have been submitted to the TriMet Board.

#### Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5127

**Purpose:** For the purpose of completing required final corrections to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) plus amend, complete technical corrections, and add new projects as part of the transition formal amendment to the 2021-24 MTIP (SP21-02-SEP)

- This item was advanced to JPACT.
- Resolution 20-5127 consists of 15 projects in the September Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT. Locally impacted projects include:

Project Number	Project Name	Amendment & Added Remarks
ODOT Key 19276 MTIP ID 70674	Jennings Ave: OR 99E to Oatfield Rd (Clackamas County)	Formal amendment addresses PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.

		The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.
ODOT Key 20864 MTIP ID TBD 70894	SMART Mobility Management (SMART, 2020)	Project is being canceled as a duplicate to Key 20867.  Cancel per discussion with SMART. The project is an accidental duplicate of K20867.
ODOT Key 20873 MTIP ID 70903	SMART Bus Purchase/PM/ Amenities and Technology 2020 (SMART)	Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project.  The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021.

DEQ Efforts to Implement Governor Brown’s Climate Action Executive Order 20-04

**Purpose:** Share info about efforts that DEQ’s [Office of Greenhouse Gas Programs](#) is pursuing in coordination with other state agencies to reduce climate pollution as directed by [Executive Order 20-04](#) (EO 20-04).

- In March, Gov. Brown signed EO 20-04, directing state agencies to take actions to reduce greenhouse gas emissions and consider climate change in agency planning. Among other directives, the Environmental Quality Commission (EQC) and Department of Environmental Quality (DEQ) is directed to “cap and reduce” greenhouse gas emissions from three sectors including large stationary sources, transportation fuels, and liquid and gaseous fuels, including natural gas.
- DEQ submitted a final report to the Governor in June regarding program options to cap and reduce emissions from the three sectors. The Department is also directed to develop programs on the topic that commence no later than January 1, 2022.
- A pre-rulemaking process will occur over this summer and fall, which will include workshops oriented around particular program design topics, as well as consultation with key communities, partners, and stakeholder groups. This scoping process will help define program options to be considered in the rulemaking process beginning in late 2020 and extending through 2021.
- DEQ is also subject to other direction/directives, such as expansion of the [Clean Fuels Program](#) (CFP) and participating with other agencies to implement the [Statewide Transportation Strategy](#) (STS). The STS [Multi-Agency Work Plan](#) identifies several actions, including but not limited to parking management action, and a Climate-Friendly and Equitable Communities action that will include a set of rulemaking activities to integrate climate and equity outcomes into a number of land use and transportation planning administrative rules.

**Helpful Resources**

[Oregon Greenhouse Gas Reduction Goals](#)

[Greenhouse Gas Emissions: Cap and Reduce Program](#)

[Cap and Reduce Program Options](#)

[Opportunities for Engagement](#)

2024-2027 State Transportation Improvement Program (STIP) Update

**Purpose:** Briefing on programs and funding in the 2024- 2027 [Statewide Transportation Improvement Program](#).

- The STIP is ODOT’s capital improvement plan for state and federally-funded projects. The OTC is preparing to identify how anticipated STIP dollars may be allocated across program categories, such as Enhance Highway, Fix-It, Safety and Local Programs. A determination on the revenue distribution between programs is anticipated toward the end of this year.
- Leading into the OTC’s determination, ODOT is developing some scenarios on possible program distributions. Within the scenarios, increasing funding for one program may come at the expense of other

programs. More generally, these scenarios will be guided by certain principles, such as following the direction in statewide plans (e.g., prioritize “fix-it first”) and balancing investments across categories (i.e., no category is significantly cut in any scenario).

- Pursuant to EO 20-04, ODOT is working to consider greenhouse gas emissions within project selection.
- Additionally, the STIP is built on certain assumptions. Previously, the OTC has utilized conservative estimates of federal funding availability, which provides some risk mitigation but can also result unallocated surplus revenue if federal dollars exceed estimates.
- This summer, the Oregon MPO Consortium (OMPOC) submitted a [letter](#) to the OTC, which raised concerns about using an overly conservative forecast, and expressed support for advanced consideration/cooperative development of a strategy for the potential allocation of federal funds in excess of a 10 percent reduction from current levels.
- If the region wished to weigh in on program distributions, then comments should be provided prior to the OTC’s anticipated determination in December.

## Helpful Resources

[STIP Basics Video](#)

[Common STIP Questions](#)

[2024-2027 STIP Factsheet](#)

[STIP Development Webinar](#)

## Upcoming Agenda Highlights

- October 2, 2020
  - Oregon Passenger Rail Corridor Investment Plan, FRA Decision of Record – Information/Discussion
  - 2021 PILOT Grants – Information/Discussion
  - Regional Mobility Policy Update – Info/Discussion
  - Active Transportation Return on Investment Study: Interim Findings – Information/Discussion
- November 6
  - Regional Mobility Policy Update: Case Studies & Policy Approaches – Information/Discussion
  - 2024-27 MTIP Update
  - *Transportation for America Smart Cities Collaborative program updates – Information/Discussion (Tentative)*
- December 4
  - Recommendation to JPACT on jurisdictional transfer – **Recommendation to JPACT**
  - 2020 TSMO Strategy Update Progress – Information/Discussion
  - *Interstate Bridge Replacement Program Partnership Resolution Update – Information/Discussion (Tentative)*

## For additional information, please contact:

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