
Wednesday, October 20, 2021

7:30 AM – 9:00 AM

Virtual Meeting:

<https://clackamascounty.zoom.us/j/88154674188?pwd=amk3N3hURklyZnZMZU5EUzI6eHlyUT09>

Telephone option: 1 (253) 215-8782

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. JPACT Issues

- I-205 Toll Project: Regional Transportation Plan (RTP) Amendment
Introducing: Mandy Putney, ODOT I-205 Project Director
 - [ODOT Public Notice and Comment Page](#)
- 2021 Transportation System Management & Operations (TSMO) Strategy
 - [Public Comment Draft](#)
- TPAC Update
Presenting: TPAC Staff

8:30 a.m. MPAC Issues

- MPAC September Meeting Debrief and Work Program
Introducing: MPAC Members and MTAC Staff

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Program	Page 02
	I-205 Toll Project RTP Update Public Review Draft	Page 05
	TPAC Memo	Page 11

2021 JPACT Work Program

As of 09/9/21

Items in italics are tentative

<p><u>September 16, 2021</u> <i>-start of 2 hr. meeting</i></p> <ul style="list-style-type: none"> • Congestion Pricing- ACTION (Elizabeth Mros-O'Hara, 10 min) • Legislative Update (Anneliese Koehler, Metro; ClackCo, WashCo, City of Portland Partners; 20 min) • Progress on our Regional Traffic Safety goals – update (35 min. Lake McTighe) 	<p><u>October 21, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • ODOT Tolling Update (Lucinda Broussard, ODOT; 30 min - <i>tentative</i>) • 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis) • Emerging Transportation Trends – update (20 min., Eliot Rose)
<p><u>November 18, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Introduce Case Study Findings (40 min, Kim Ellis and ODOT staff) • TSMO Strategic Plan update- ACTION TO ADOPT (Caleb Winter, Metro; 30 min) • Freight Commodity Study – (30 min, Tim Collins) 	<p><u>December 16, 2021</u> <i>2 hr. meeting</i></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update – Discuss Case Study Findings and Recommendations for Updating Policy (30 min., Kim Ellis and ODOT staff) • Boone Bridge- action • 2023 Regional Transportation Plan Update Work Plan Discussion (30 min, Kim Ellis)

Parking Lot:

- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)*
- *TV Highway Corridor Study – briefing (30 min, Eryn Kehe)*
Enhanced Transit Corridor (20 min, Matt Bihn)



2021 MPAC Work Program

As of 10/7/2021

Items in italics are tentative

	<p><u>October 27, 2021</u></p> <ul style="list-style-type: none"> • Continued MPAC Member Housing Needs Analysis Discussion (Mayor Callaway, 20 min) <i>5:15pm-5:35pm</i> • Regional Solid Waste Discussion 60 min <ul style="list-style-type: none"> • Solid waste governance; what is Metro’s role (Rates formulas and transparency for haulers (45 min)) • Hard to recycle items & Boutique waste services (15 min) Metro staff 5:35pm-6:35pm • Amendment: I-205 Toll Project (Preliminary Engineering Phase) (Kim Ellis, Metro, and Mandy Putney, ODOT 25 min) <i>6:35pm-7:00pm</i> • SHS Update (as a staff memo included in the packet)
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • 2020 Census Data Presentation & Redistricting (Anne Buzzini & Clint Chiavarini, Metro; 45 min) <i>5:15pm- 6:00pm</i> • 2023 Regional Transportation Plan Update Work Plan – Scoping (Kim Ellis, Metro; 45 min)<i>6:00pm-6:45pm</i> 	<p><u>December 8, 2021</u></p> <ul style="list-style-type: none"> • P&N Levy Renewal Presentation and Discussion (Beth Cohen, Scotty Ellis; Metro 30 min) <i>5:15pm-5:45pm</i> • Discussion of public comments and proposed RTP amendment for I-205 Toll Project (PE Phase) (Kim Ellis, Metro and Mandy Putney, ODOT 25 min.) <i>5:45pm-6:15pm</i> • Emerging Transportation Trends (Eliot Rose, Metro; 30 min) <i>6:15pm-6:45pm</i>

Parking Lot:

- New transfers station sites
 - Larger conversation of regional solid waste
- Engagement during a pandemic
- Parks bond progress report



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

- Expo Development Opportunity Study and regional venues
- Employment land
- Census – likely for December
- Transportation funding
- Growth Trends (Ted will schedule)
- Metro code updates to facilitate city and county compliance with HB 2001 Middle Housing requirements (Tim O’Brien or Ted Reid, Metro)
- 2040 Planning and Development grantee highlights (TBD grant recipients)- follow up with Lisa
-

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:

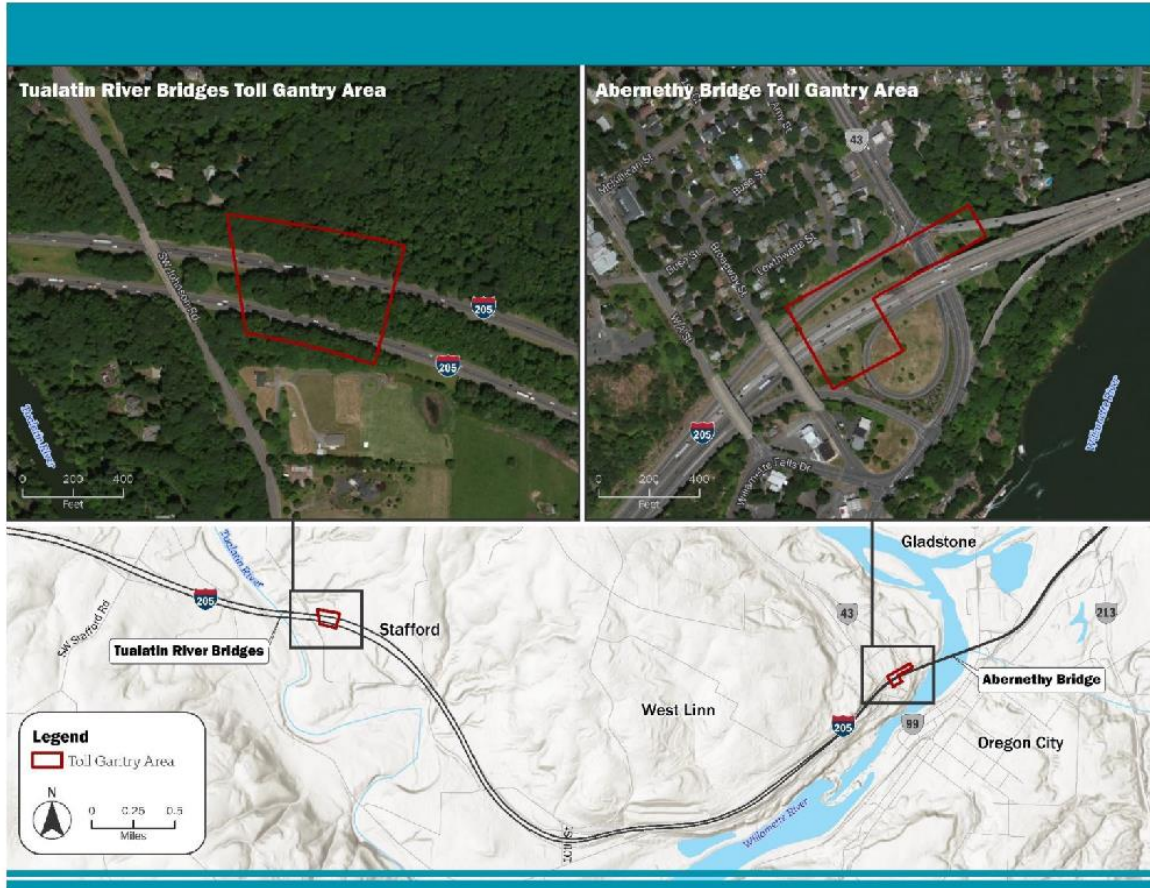
Table 8.3 Completed and Current Major Project Development

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

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> <i>(new project)</i>	<u>I-205 Tolling Project (PE)</u>	<u>Oswego Hwy (OR 43) Interchange</u>	<u>Stafford Rd Interchange</u>	<u>The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213).</u>	<u>\$23,534,759</u>	<u>2018-2027</u>	<u>Yes</u>

Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Lorenzini, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: October 1, 2021 TPAC Meeting
Date: October 8, 2021

Overview

Following is a brief summary of certain items from the October 1, 2021 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- As of September 13, there have been 87 traffic deaths year-to-date. Six fatalities were attributable to the month of September.
- TPAC recommended MTIP Formal Amendment 21-5205 to JPACT, amending or adding approximately 13 projects impacting Metro, ODOT, Portland, and THPRD.
- Metro and staff from DLCD are discussing the applicability of draft [Climate Friendly and Equitable Communities](#) (CFEC) rules relative to the Transportation Planning Rule (TRP). DLCD will begin hosting public meetings on October 4, with an October 28 community conversation scheduled for the Portland area, however the rulemaking timeline has been extended by two months. Under the new schedule, finalization is anticipated by May of next year.
- A [virtual open house](#) is available until October 30 for the Pedestrian Bicycle Strategic (PBS) Program. The open house includes information on where the state is considering investment in the 2024-2027 STIP.
- Recipients of 2021 [Transportation and Growth Management \(TGM\) Grants](#) have been announced. Local awardees include Milwaukie (Transportation System Plan), Gresham (Transportation System Plan), Tigard (Electric Vehicle Charging Plan), and Washington County (Design Concept and Jurisdictional Transfer Plan for Farmington Road). [Find out more here](#). **Congratulations, Milwaukie!**

I-205 Toll Project: Regional Transportation Plan (RTP) Amendment

What it does

- ODOT is preparing to move the I-205 Toll Project forward in the National Environmental Policy Act (NEPA) review process. Within this process, ODOT seeks an RTP amendment to 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.
- Preliminary engineering with the I-205 [Toll](#) Project is anticipated to cost about \$23.5M (2016 USD). This project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213).
- Chapter 8 amendments provide that construction financing for Phase 1A (Abernethy Bridge) of the I-205 [Improvement](#) Project is identified in HB 3055 (2021 Session). Variable Rate Tolls will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).

Why it matters

- FHWA requires NEPA analysis to be completed under the preliminary engineering phase.
- The RTP must be amended before the preliminary engineering of I-205 tolls can be programmed into the MTIP. As a reminder, the MTIP documents funded projects scheduled for the next four years.

Process nuance

- The RTP amendment is a land use action under state law. The amendment needs to be approved by both JPACT and the Metro Council by ordinance, and as a land use action, MPAC has a role in reviewing the proposed amendment and making a recommendation to the Metro Council.
- The proposed I-205 Toll Project RTP amendment is undergoing a [45-day public comment period](#), which will conclude November 15. Metro staff will report back in December and bring draft legislation for TPAC's review. TPAC may make a recommendation at its January meeting.

Food for thought (nuances from discussion)

- Consistency. If tolling is leveraged as one financial mechanism moving forward, how can the RTP help ensure that this new financial tool is equitably applied to other major facility improvements in the region?
- Precedent. Projects and revenue are, reportedly, not typically linked in the RTP. If the RTP links tolling to projects as a funding source, are we opening the door for new debates and/or RTP updates every time toll revenue is spent? If this precedent is a concern, is there a route to adjust the amendment language in a way that allows ODOT to meet its FHWA requirements while still maintaining process efficiency?

Interstate Bridge Replacement (IBR) Project: Metropolitan Transportation Improvement Program (MTIP) Amendment

- The [IBR project](#) is in the 2018 RTP as project number 10893. The project was amended into the 2018-2021 MTIP and Statewide Transportation Improvement Program (STIP) as a Planning phase. It is not yet included in the 2021-2024 MTIP and STIP.
- ODOT seeks an MTIP amendment to create a Preliminary Engineering phase and program funding for the IBR. The amendment would add \$36M (allocated by the OTC) to a preliminary engineering phase. The MTIP amendment would allow for the \$36M to be amended into the 21-24 STIP and subsequently released by the Federal Highway Administration (FHWA) for use toward NEPA efforts.
- Dollars would be added to \$9M in planning phase funds from the 18-21 MTIP/STIP and \$35M in funds from Washington. This \$80M comprises a substantial component of the estimated \$135M in costs to complete NEPA for the IBR program, with a goal of completing a supplemental environmental impact statement (SEIS) in mid-2024.

2021 Transportation System Management & Operations (TSMO) Strategy

- Metro and regional partners collaborate to manage and operate the transportation system. These efforts are guided by the [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.
- The [Draft 2021 TSMO Strategy](#) offers a renewed vision and goals to guide the next ten years. The Draft Strategy focuses on implementing the 2018 RTP 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.
- 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.

Upcoming Agenda Highlights

- October 20, 2021 – MTAC/TPAC Workshop
 - Regional Freight Delay & Commodities Movement Study
 - Regional Mobility Policy Update: case study findings
 - Scoping Kick-off for 2023 Regional Transportation Plan Update
 - Emerging Transportation Trends
- November 5, 2021
 - TSMO Strategy – **Recommendation to JPACT**
 - MTIP amendment on IBR Project – **Recommendation to JPACT**
 - Regional Mobility Policy Update; Shaping the recommended Policy & Action Plan
 - FFY 2021 Obligation Target performance
 - 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates
- November 10, 2021 – TPAC Workshop
 - *Federal Legislative Session Update*
 - *Hwy 26/Westside Transportation Study*
 - *Regional Flexible Fund Allocations Update*
- December 3, 2021
 - 2023 RTP Update Scoping
 - *Regional Mobility Update: Shaping the recommended Policy & Action Plan*
 - DLCDC Climate Friendly & Equitable Communities rulemaking
 - 2024-2027 ODOT Administered Funding-Program Allocations/Scoping update
- December 15, 2021
 - *2020 Census Report Update*
 - Climate Friendly Rulemaking Updates

For additional information, please contact:

Dayna Webb, City of Oregon City dwebb@orcity.org

Jaimie Lorenzini, City of Happy Valley jaimiel@happyvalleyor.gov