
Wednesday, December 18, 2019

7:30 AM – 9:00 AM

Development Services Building

Main Floor Auditorium, Room 120

150 Beavercreek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

- Regional Barometer

8:00 a.m. JPACT Issues

- Boone Bridge Unified Planning Work Program Amendment
- Corridor Bottleneck Operations Study (CBOS II)
- Metro Regional Flexible Funding Allocation (RFFA) process

8:20 a.m. T2020 Corridor Discussion/Update

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Regional Barometer Materials	Page 05
	Staff Memo for JPACT Items	Page 16
	Boone Bridge Materials	Page 17
	CBOS Materials	Page 20
	RFFA Materials	Page 26
	TPAC Memo f	Page 47



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

2019 JPACT Work Program

As of 12/9/19

Items in italics are tentative

	<p><u>December 19, 2019</u></p> <ul style="list-style-type: none"> • Resolution No. 19-5047, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Clackamas Corridor Management and Emerging Technology Projects (consent) • Resolution No. 19-5060, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Boone Bridge Project (consent) • Resolution No. 19-5059, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study (DC20-06-DEC3) (consent) • Resolution No. 19-5050, For the Purpose of Adding or Amending Existing Project to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting ODOT (DC20-05-DEC2) (consent) • Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2 (CBOS2) Project (Action Requested) • Resolution No. 19-5051, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's Corridor Bottleneck Operations Study - Two (CBOS II) (DC20-04-DEC1) (Action Requested) • Regional Flexible Funds: Recommendation to Metro Council* (Dan Kaempff, Metro; 20 min) • Designing Livable Streets and Trails Guide (Lake McTighe, Metro; 10 min)
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Parking Lot:

- *MAX Tunnel Study (January 2020)*
- *Regional Barometer (February 2020)*
- *Burnside Bridge (Multnomah County) (February 2020)*
- *Emergency Transportation Routes Update*
- *Freight Commodity Study (Tim Collins, Metro; 20 min)*



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2019 MPAC Work Program
as of 10/28/2019

Items in italics are tentative

<p><u>Wednesday, November 13, 2019</u></p> <ul style="list-style-type: none"> • 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 min) • Transportation Regional Investment Measure Update (Andy Shaw, Metro; 30 min) • Housing Bond and Communications Update (Jes Larson and Emily Lieb, Metro; 30 min) <p><i>November 19-21: Association of Oregon Counties Annual Conference, Eugene, OR</i></p>	<p><u>Wednesday, November 27, 2019</u> – Cancelled</p>
<p><u>Wednesday, December 11, 2019</u></p> <ul style="list-style-type: none"> • Designing Livable Streets (Lake McTighe, Metro; 10 min) • Missing Middle Housing Legislation (HB 2001) Implementation Panel (Ted Reid, Metro; 90 min) 	<p><u>Wednesday, December 25, 2019</u> – Cancelled</p>

Parking Lot:

- 2020 Census Follow Up
- Community Partnerships Program
- Regional Data Strategy
- Community Driven Planning and Development Panel

Performance management project | Regional Barometer

The Regional Barometer is an online tool that publicly provides information on how the region is doing relative to Metro's Six Desired Outcomes: transportation, economy, ecosystems, climate, communities and equity. It is part of a performance management system called By the Numbers, which will assess and communicate how Metro programs support those outcomes.

Regional Barometer users will be able to view easy-to-understand facts and figures with accompanying narratives; access links to supplemental information such as relevant strategies, research and reports; and download data for additional analysis.

Project purpose

Improve Metro decision-making through accountability, transparency, and results.

The Regional Barometer will:

- **Promote accountability and transparency**, not only for Metro and our programs, but also for regional partners and communities as we work towards Metro goals.
- **Provide a service** to users who can access critical data that has until now been non-existent, scattered or technologically or financially inaccessible.
- **Serve as a policy and communications tool** for Metro staff and elected officials through which to ground policy conversations, set the stage for key investments, and build shared understanding.
- **Support a coordinated data strategy** to reduce duplicative efforts and investments, fill regional data gaps and solidify Metro's role as a regional data hub.

The Regional Barometer makes progress towards Metro's regional goals by:

- Increasing capacity of Metro's staff and supporting impactful work
- Increasing capacity of community-based organizations and community leaders to advocate for and target investments and services towards shared regional goals
- Building public trust and solidifying Metro's mandate
- Increasing data-driven policymaking region-wide
- Expanding regional data capacity and accessibility

Success requires:

- Relevant, up-to-date and trusted data
- Usable and understandable tool
- Users see their priorities and needs reflected
- Effective program measurement tied to goals

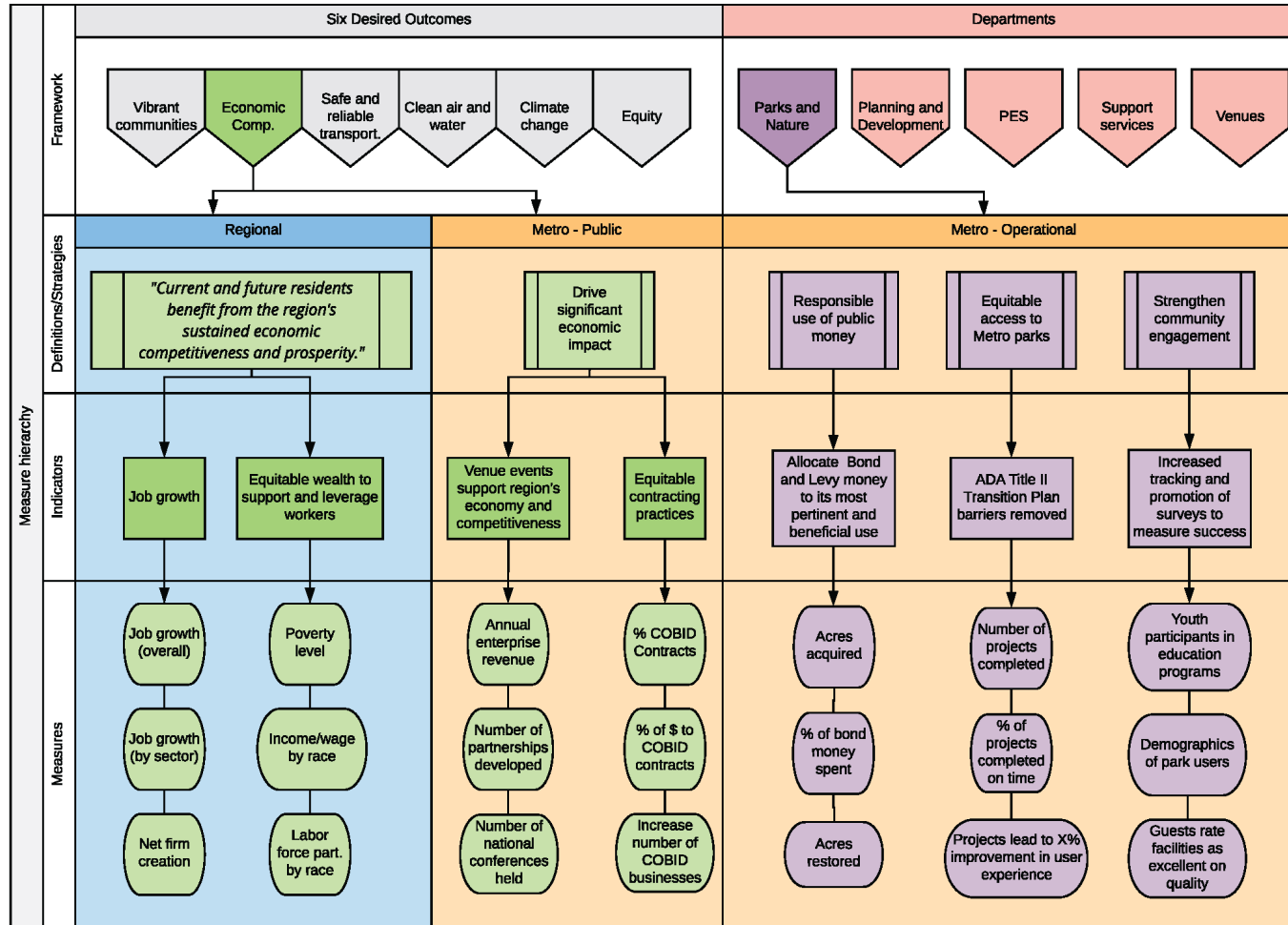
Project phases

- Phase 1, By March 2020: Tool is made public with existing datasets, strategic data plan
- Phase 2, TBD: Develop composite indicators, performance targets and benchmarks; conduct robust community engagement; build out strategic data plan

By the Numbers (sample metrics)

Regional barometer

Operational measures



v1.10.17.2018

Safe and Reliable Transportation

Outcome	Indicator	Measure	Source
Safe and reliable transportation	Safety	Fatalities (# of people in most recent year)	ODOT Crash Data Annual with 1-1.5 year lag time (i.e. 2015 data available sometime in 2016 or early 2017)
		Fatal crashes involving alcohol	
		Fatal crashes by mode	
		Serious injury (# of people in most recent year)	
		Traffic deaths and serious injuries (Map)	
		Traffic deaths and injuries (total and per capita) over time	
		Non-motorized fatalities and serious injuries (people over time, by mode)	
	Mobility and access	Vehicle miles traveled	ODOT and Research center
		Walking mode share (work commute)	American Community Survey
		Biking mode share (work commute)	
		Transit mode share (work commute)	
		Shared ride mode share (work commute)	
		Number & share of jobs within 1/4-mile of bus	InfoUSA points and RLIS Transit Data
		Number and share of jobs and households within ½ mile high capacity transit or frequent service transit	
		Number and share of jobs and households within 1/4-mile of bus	
	Ridership by service type (regionally)	TriMet	
	Reliability	Vehicle hours of excessive delay per driver/rider	National Performance Management Research Data Set (NPMRDS)
		Travel time reliability	Regional Integrated Transportation Information System (RITIS) + INRIX
		Public transit reliability	TriMet

Economic Competitiveness

Outcome	Indicator	Measure	Source
Economic competitiveness	Job activity	Raw # of jobs	InfoUSA
		High/middle/low wage jobs	LEHD Census
		Goods-producing and tradable service jobs	InfoUSA
		10 year change in jobs	LEHD/LODES
		Opportunity occupations (living-wage, low-barrier)	LEHD jobs + workforce data
		High/mid and low wage jobs by county	LEHD jobs + workforce data
	Economic justice and inclusion	Unemployment by race	American Community Survey 5-year estimates
		Income by race	
		Poverty level	
		Income inequality	
		Change in median income by race	
	Developability and Market activity	Minority owned small business rate	American Survey of
		Industrial and commercial sq. ft.	RLIS and Clark Co Building Footprints and Zoning Layers
		Property value/unaffordability	County Assessors
		Permit activity (residential)	Construction Monitor

Clean air, Water and Healthy Ecosystems

Outcome	Indicator	Measure	Source
Clean air, water and healthy ecosystems	Air quality	# of unhealthy air quality days	Department of Environmental Quality
		Asthma rates (Total and change in)	Oregon health authority
		NATA respiratory hazard index	US EPA National Air Toxics Assessment
		Particulate matter	EPA, Office of Air and Radiation (OAR) fusion of model and monitor data.
		NATA diesel PM	US EPA National Air Toxics Assessment
		Ozone	US EPA Office of Air and Radiation fusion of model and
	Built environment	Impervious surfaces	LIDAR
		Radon indicator	OHA
		Lead paint	ACS data
	Clean water and healthy ecosystems	Water quality index	Department of Environmental Quality
		Parks and Protected land (as defined by ORCA)	Metro Research Center
		# of new acres of protected lands developed	Metro Research Center
		Tree canopy	LIDAR

Leadership on Climate Change

Outcome	Indicator	Measure	Source
Leadership on climate change	Climate smart transportation	Sector-based GHG inventory	DEQ
		Daily VMT	Regional Transportation Plan
		Vehicle emissions	
		Walking mode share	American Community Survey Data on Journey to Work
		Biking mode share	
		Transit mode share	
		Shared ride mode share	
	Community impact	Heat Islands	Metro Research Center
		Flooding risk	
		Environmental hazard potential	
		Carbon Sink	
		Canopy cover	
		Inefficient home heating	American Community Survey

Vibrant Communities

Outcome	Indicator	Measure	Source
Vibrant Communities	Housing	Homelessness (rate per 10,000 people, one night shelter and street counts)	Counties
		Change in % POC	American Community Survey
		Housing cost burden (by race)	National Equity Atlas
		Homeownership by race	National Equity Atlas
		Median home price	Metro Research Center
		Median rental cost (two bedroom units, others)	Metro Research Center
		Permit activity (residential)	Construction Monitor
		Inventory of public affordable units	Metro Research Center
	Health	Life expectancy at birth	Oregon Health Authority
		Sexually transmitted infections (by gender, race, youth/adult)	
		Influenza hospitalization	
		Youth immunization rate by school	
		Accessibility to tobacco	
		30-day substance use among 11th graders	
		Exposure to unhealthy food options	
		Suicide contemplation (youth) and attempt rate (adult)	
		Asthma rates	
		Heart attacks	
		Diabetes	
		Uninsured rate	
Under-insurance rate			

Vibrant Communities

Outcome	Indicator	Measure	Source
Vibrant Communities	Food	SNAP usage	American Community Survey
		# of fast food restaurants per 1,000 population	Oregon health authority
		Vegetable acres harvested + Orchard acres	USDA
	Education	Regional supply/shortage of child care	Oregon Department of Education
		Pre-K assessment data (kindergarten preparedness)	
		Standardized test scores	
		High school graduation rate	
		Chronic absenteeism	
		Diversity of teachers	
		Staffing level per student	
		High school discipline rates	OR Department of Education
	Educational attainment	ACS data	
	Land Use	Sidewalk Coverage	Metro Research Center
		Urban density with light rail and frequent transit stop overlay	Metro Research Center
		Planned investment in transportation improvements in centers overall and as a percentage of overall transportation investments	
		Number of new housing permits	
		# of permits for missing middle-type housing	
		% of new permits that are redevelopment or infill vs % of new permits located in UGB expansion areas	
	Recreation and Community Engagement	Arts and culture establishments per 100,000 population	National Arts Index
		Cultural and ethnic awareness nonprofits per 100,000 population	
		Voter registration and participation	Counties
Crime and criminal justice	Regional crime rates	FBI	
	Adult incarceration, probation and parole by race.	Oregon Department of Corrections	
	Juvenile and adult recidivism	Oregon Department of Corrections	

Equity

Baseline Outcome	Indicator	Measure	Source
Safe and Reliable Transportation	Safety	Fatalities (people)	ODOT
Economic Competitiveness	Equity and Inclusivity	Income inequality	American Community Survey
		Unemployment by race	American Community Survey
		Income by race	American Community Survey
		Poverty level	American Community Survey
Clean Air, Water, and Healthy Ecosystems	Air Quality	NATA Diesel PM	US EPA
	Built Environment	Impervious Surface	Metro Research Center
	Clean Water and Healthy Ecosystems	Tree canopy	LIDAR
Leadership on Climate Change	Community Impact	Environmental Hazard Potential	Metro Research Center
Vibrant Communities	Housing	Change in % people of color	American Community Survey
		Inventory of public affordable units	Metro data set
		Homeownership by race	National Equity Atlas
		Housing Cost Burden	
	Health	Sexually transmitted infections	Oregon Health Authority
		30-day substance use among 11th graders	
		Life expectancy at birth	
		Under-insured rates	
	Food	SNAP usage	ACS
	Education	Pre-K assessment data (kindergarten preparedness)	Oregon Department of Education
		High school graduation rate	
		Educational attainment	
		Staffing-level per school	
Diversity of teachers and staff			
Crime and Criminal Justice	High school discipline rates (by race/school)	Oregon Department of Corrections	
	Juvenile Recidivism	Oregon Juvenile Justice	

Safe and Reliable Transportation

Outcome	Indicator	Measure	Source
Safe and reliable transportation	Mobility and access	Transportation cost burden	Housing and Transportation Index
		Accessibility to Jobs map by different modes	Metro Research Center
	Reliability	Map of congestion	ODOT

Economic Competitiveness

Outcome	Indicator	Measure	Source
Economic Competitiveness	Job Activity	Target Growth Industries and Jobs Map	Economic Value Atlas
	Developability and Market activity	General employment map	Local Jurisdictions
		Freight Mobility	ODOT
		Zoned capacity	RLIS and Clark Co Building Footprints and Zoning Layers
	Economic Justice and Inclusion	Self-Sufficiency Standard	Worksystems

Clean Air, Water and Healthy Ecosystems

Outcome	Indicator	Measure	Source
Clean air, water, healthy ecosystems	Air Quality	Traffic proximity and volume	Calculated from 2014 U.S. Department of Transportation (DOT) traffic data, retrieved 2016
		National-Scale Air Toxics Assessment (NATA)	US EPA National Air Toxics Assessment
	Healthy ecosystems	Bird population health	Klamath Bird Observatory
		Aquatic invertebrate habitat health	Portland Bureau of Environmental Services + Department of Environmental Quality
		Habitat Continuity	LIDAR
		Fish population health	US Fish and Wildlife; USGS

Leadership on Climate Change

Outcome	Indicator	Measure	Source
Leadership on Climate Change	Energy and urban form	Fuel consumption by type	Oregon Department of Energy
		Electricity generation by fuel source	Utilities (unclear how to parse the differences)
		Walkability	Regional Transportation Plan
		Infill development	Regional Transportation Plan
		Residential development	Regional Transportation Plan
		Sq. ft. per resident	RLIS

Lea	Community Impact	Access to parks and green space	Metro Research Center
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Vibrant Communities

Outcome	Indicator	Measure	Source
Vibrant Communities	Transportation	Multimodal travel	American Community Survey
		Frequent transit access	RLIS Transit Data
		Transportation cost burden	Metro Research Center
		Availability of multi-modal options	RLIS Transit Data
	Economic competitiveness	Unemployment	ACS and InfoUSA
		Jobs access	
		Poverty	
	Housing	Residential vacancy rates	Metro Research Center
		Shortfall or surplus of 2 b apartments	Metro Research Center
	Food	Commercial food growers	Not currently collected
		Community gardens	Not currently collected
		Asset or needs assessment	Not currently collected
	Health	Access to health care	OHA
		Proximity to marijuana retailers	OLCC
	Education	College going rate	ODE
	Land Use	% of permits that fall in designated centers and corridors	Metro Research Center
		% of new permits located within .25 miles of frequent service transit	Metro Research Center
	Crime and safety	Use of non-fatal and fatal force by police	Jurisdictions
		Re-entry services	Unknown
		Victims services	Unknown
		Hate crimes, location and rate	FBI
		Oregonians by race and frequency of traffic stops, search following stops in the last 12 months	Law Enforcement Contacts Policy Data and Review Committee, 2007
		Mental health and addiction services	Unknown
	Recreation and Community Engagement	Parity in representation of elected officials (by race and gender)	Not currently collected
		Communities (of color, in particular) have good perceptions of (and trust in) government	Not currently collected
		Communities of color are awarded resource opportunities by government entities	Not currently collected
		Attendance of large arts events by race	RACC has some of this data
		Perceptions of access to arts and culture	Not currently collected
		Inventory of affordable arts space	Not currently collected
		Event permit data for festivals	Not currently collected
Arts and culture asset mapping		Not currently collected	
Arts education		Not currently collected	
% of public investments that go to culturally specific arts organizations	Not currently collected		

Equity

Baseline Outcome	Indicator	Measure	Source
Economic Competitiveness	Job activity and access	High/mid and low wage job access in 30 min car/transit (AM)	Info USA
Safe and reliable transportation	Safety	Number and share of jobs and households within 1/4-mile of bus	Regional Transportation Plan
		Number and share of jobs and households within 1/2-mile of high capacity transit or frequent service transit	Regional Transportation Plan
Clean air, water, ecosystems	Air quality	Air toxics cancer risk	US EPA National Air Toxics Assessment
		Asthma rates	Oregon health authority
		Traffic proximity and volume	Calculated from 2014 U.S. Department of Transportation (DOT) traffic data, retrieved 2016
	Clean water and healthy ecosystems	Parks and Protected land (as defined by ORCA)	Metro
Vibrant Communities	Housing	Income needed to afford rents (compare to income by race)	American Community Survey
		% change median rent vs % change in income of renters	American Community Survey
	Health	Accessibility to tobacco and alcohol	OHA
	Education	Early Intervention and Early Childhood Special Education	ODE
	Food	# of fast food restaurants per 1,000 population	Oregon Health Authority
	Recreation and Community Engagement	Voter registration and participation by race and ethnicity	Counties
	Crime and Criminal Justice	Addiction and Crime Correlation	Law Enforcement Agencies
		Hate crimes, location and rate	FBI
		Adult incarceration, probation and parole by race.	Oregon Department of Corrections
		School discipline rate by race	Oregon Department of Education
Oregonians by race and frequency of traffic stops, search following stops in the last 12 months		Law Enforcement Contacts Policy Data and Review Committee, 2007	

MEMORANDUM

TO: C4 Metro Subcommittee
FROM: Karen Buehrig, Long Range Planning Manager
DATE: December 12, 2019
SUBJECT: December 19, 2012 JPACT Action Items

The C4 Metro Subcommittee will have the opportunity to learn about and discuss three items on the JPACT agenda. Two of these items are related to recommended Unified Planning Work Program (UPWP) and Metropolitan Transportation Improvement Program (MTIP) amendments that involved ODOT projects. The third item is the recommendation for the 2022-2024 Regional Flexible Funds Allocation (RFFA) package.

For the UPWP and MTIP amendments related to the Boone Bridge Widening and Seismic Retrofit Study and the Corridor Bottleneck Operations Study – Two (CBOS 2), representatives from ODOT will provide a short presentation to the C4 Metro Subcommittee and be available for questions.

For the 2022-2024 Regional Flexible Fund Allocation package recommendation, the December 6th TPAC Memo provides background on the discussion at TPAC related to the RFFA package recommendation. In addition, we have included the full memo on this topic from the JPACT packet.

Interstate 5: Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

Overall Objectives

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study.

Previous Work (through June 2019)

- I-5 Wilsonville Facility Plan (adopted July 2018)

Methodology

Early project planning and feasibility analysis of alternatives to achieve a widened and seismically resilient I-5 Boone Bridge.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	<ul style="list-style-type: none"> • Consultant procurement
3 rd Quarter	<ul style="list-style-type: none"> • Structural analysis
4 th Quarter	<ul style="list-style-type: none"> • Structural and geotechnical analysis
Ongoing	

Project Lead

- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT staff time	\$ 25,000	STIP/FHWA	\$ 138,330
Consultant Services	\$ 125,000	State Match	\$ 11,670
TOTAL	\$ 150,000	TOTAL	\$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5059**



Proposed December 2019 Formal Amendment Bundle (Resolution 19-5059)

Amendment Type: Formal/Full

Amendment #: DC20-06-DEC3

Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	ADD NEW PROJECT: The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

December 2019 MTIP Formal Amendment Project #1 - Key 21541 - I-5 Boone Bridge Widening & Seismic Retrofit



**Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment
ADD NEW PROJECT
Initial Programming**

Lead Agency: ODOT	Project Type: Planning	ODOT Key: 21541
Project Name: I-5: Boone Bridge Widening & Seismic Retrofit Study	ODOT Type: Planning	MTIP ID: TBD
	Performance Meas: No	Status: A
Project Status: A = Programming in progress or in approved MTIP moving forward to obligate funds	Capacity Enhancing: No	Comp Date: 4/30/2021
	Conformity Exempt: Yes	RTP ID: 11990
Short Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	On State Hwy Sys: I-5	RFFA ID: N/A
	Mile Post Begin: 282.20	RFFA Cycle: N/A
	Mile Post End: 284.00	UPWP: Yes
	Length: 1.88	UPWP Cycle: SFY 20
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes
Detailed Description: On I-5 in the Wilsonville area between MP 282.20 to 284.08, complete feasibility study to determine the widening and required seismic retrofitting to Boone Bridge. Determine required interchange improvements on I-5 from Wilsonville Rd to Canby-Hubbard Hwy. Develop cost range for widening alternatives versus a bridge replacement, and determine next steps to advance the project		
STIP Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020	\$ 276,660					\$ 276,660
								\$ -
							Federal Totals:	\$ 276,660
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 23,340					\$ 23,340
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
							Year Of Expenditure (YOE):	\$ 300,000
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.								
Amendment Summary:								
The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021								
> Will Performance Measurements Apply: Appears Yes								

RTP References:

> RTP ID: 11990 - I-5 Southbound Wilsonville Rd-Hubbard Hwy

> RTP Description: Add an auxiliary lane on I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway, including improvements to the Boone Bridge. PE, ROW and Construction Phases.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other, Planning and Technical Studies .

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT’s ability to support local planning efforts with respect to planning for operations
- Support regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement’s identification of opportunities to coordinate, cooperate and collaborate.

Previous Work (through June 2019)

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.
- In FY19, ~~complete the production of~~ [ODOT continued to develop the CBOS2 Project Atlas.](#)

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)
- Refinement of certain projects that have been identified in CBOS2 Atlas

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Public involvement process for CBOS2 Project Atlas
2 nd Quarter	<ul style="list-style-type: none"> • Possible continuing PIP for CBOS 2; consultant procurement for refined traffic analysis for improvement concepts.

FY 2019-20 Unified Planning Work Program

3rd Quarter	<ul style="list-style-type: none"> • Refined traffic analysis and planning level design and cost estimates for improvement concepts.
4th Quarter	<ul style="list-style-type: none"> • Refined traffic analysis and planning level design and cost estimates for improvement concepts.
Ongoing	<ul style="list-style-type: none"> • Development of preliminary/conceptual cost estimates for CBOS2 project concepts • Collaborate with Metro on data and methods.

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ ~~25,000~~-455,000
 Consultant Services \$ ~~100,000~~-350,000

Resources:

[STIP/FHWA](#) \$ 627,096
[State Match](#) \$ 52,904
 SPR \$ 125,000

TOTAL \$ ~~125,000~~-805,000

TOTAL \$ ~~125,000~~-805,000

Full Time Equivalent Staffing:

Regular Full Time FTE: ~~0.25~~-3.0

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5051**



Proposed December 2019 Formal Amendment Bundle - CBOS II Study
 Amendment Type: **Formal/Full**
 Amendment #: **DC20-04-DEC1**
 Total Number of Projects: **1**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	ADD NEW PROJECT: Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227

December 2019 MTIP Formal Amendment Project #1 - Key 20227 - ODOT CBOS II



**Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment
NEW PROJECT
Initial Programming**

Lead Agency: ODOT	Project Type:	Planning	ODOT Key:	20227
Project Name: Corridor Bottleneck Operations Study 2	ODOT Type	Planning	MTIP ID:	TBD
	Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing:	No	Comp Date:	12/31/2021
	Conformity Exempt:	Yes	RTP ID:	11305
Short Description: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	On State Hwy Sys:	Multiple	RFFA ID:	N/A
	Mile Post Begin:	Var	RFFA Cycle:	N/A
	Mile Post End:	Var	UPWP:	Yes
	Length:	Var	UPWP Cycle:	SFY 20
	1st Year Program'd:	2020	Past Amend:	0
	Years Active:	1	OTC Approval:	No
Detailed Description: On I-5, I-84, I-205, I-405, US 26 , OR 217, evaluate freeway congestion bottlenecks and opportunities to address congestion particularly during peak commute shoulder hours though safety and operational improvements in the Region 1 area. Recommend improvements such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane ramp management, etc.				

STIP Description: Planning improvements related to the corridor bottleneck study in the Portland Metro area.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	2001	2020	\$ 888,489					\$ 888,489
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 888,489
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 101,691					\$ 101,691
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 990,180	\$ -	\$ -	\$ -	\$ -	\$ 990,180
Year Of Expenditure (YOE):								\$ 990,180

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.

Amendment Summary:

The formal amendment adds the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action. Key 20227 already exists as a construction funded project called Interstate Operations Improvements. The project is programmed outside of the MPO boundary area. However, ODOT has decided to re-direct the funding to support the Corridor Bottleneck Study in Region 1. The funding for Key 20227 is being shifted from the Construction phase to the Planning phase and re-programmed as a new Planning study in the MTIP

> Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11305 - I-205 Active Traffic Management
- > RTP Description: Planning portion in support of future improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies
- > An UPWP amendment is also required to add the CBOS 2 study to the UPWP and will progress separately from the MTIP amendment.

Fund Codes:

- > NHPP = Federal National Highway Performance Program funding allocated to ODOT
- > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Memo

Date: December 10, 2019
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Package – Recommendation from TPAC

Purpose

Review and take action on the recommendation from TPAC on the 2022-2024 Regional Flexible Funds Allocation (RFFA) Step 2 package of projects.

Background

At the December TPAC meeting, staff provided an updated estimate of available funding. Based on the most current information, staff is estimating the region will have a total of \$143.98 million to allocate in the 2022-2024 funding cycle.

Previously, JPACT and Metro Council adopted the 2022-2024 RFFA Policy Report (Resolution No. 19-4959 in April, 2019) which established policy direction and funding levels for this current allocation of federal funds. Based on the best information available at that time, the 2022-2024 RFFA Policy Report funding estimate was \$141.72 million.

Of that amount, \$102.07 million was allocated through Step 1 of the RFFA, Regional Bond Commitments and Region-wide Program Investments. \$68.64 million was estimated to be needed for repayment of bonds previously issued for transit capital construction and active transportation project development. Subsequent recalculations of the amount committed for bond repayment has lowered the amount of regional flexible funds required for this purpose to \$65.47 million.

Along with a revised final total amount of funding available, these adjustments result in a revised total of \$98,897,758 allocated to Step 1 bond commitments and region-wide planning and programmatic investments. \$45,083,707 is the amount available for Step 2 capital projects.

Based on these updated funding levels, staff presented two funding package options to TPAC. TPAC members reviewed and discussed the options, and recommended the attached package of projects (shown in Attachment A) to be funded through Step 2 of the RFFA.

16 of the 23 total proposed projects submitted are funded through this package. It fulfills RFFA policy direction through multiple ways, including funding projects throughout the region, including a sufficient number of CMAQ-eligible projects, and focusing investments in the four RFFA policy priorities (Equity, Safety, Climate, and Congestion).

The package is balanced between funding projects that best fulfilled policy outcomes (reflected through their technical scores) and projects identified by county coordinating committees and the City of Portland as reflective of their local priorities. Specific project considerations relative to findings from the RFFA project risk assessment report have been included in conditions of approval for the RFFA package.

Development of the TPAC recommendation required several final adjustments to funding amounts and targets. Clackamas County, City of Portland, Washington County and Multnomah County all indicated their ability to make funding adjustments to certain projects, and a portion of funding was moved from the Freight category into the AT category in order to create a package of projects that best meets the needs of the region and balances to the available funding level.

- Clackamas County has indicated their Clackamas ITS project can be scaled down to reflect a reduction of \$548,225 in RFFA funding awarded
- Portland has agreed to reduce the MLK Blvd. project RFFA funding request by \$1.5 million, and add the same amount of local funds
- Washington County has agreed to reduce the Aloha project RFFA funding request by \$1.37 million, and add the same amount of local funds
- Multnomah County has agreed to include project development work to the maximum extent possible for the 223rd Ave. project in the Sandy Blvd. project award
- \$1.15 million moved from Freight to AT category

Action requested

Staff is requesting that JPACT approve the TPAC-recommended package of projects and submit it to Metro Council for adoption.

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20.0			1	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			2	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			3	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			1	Yes
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$2,623,000	PD, Cons	15.8			4	Probable
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000		PD, Cons	15.2				Probable
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	\$3,827,559	Cons	14.6			2	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760	\$5,240,760	PD, Cons	13.6			1	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6				Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	\$3,860,788	Cons	13			1	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13				Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6				Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			3	Yes

funded: \$34,963,799
 AT target amount: \$33,812,780
 remainder: (\$1,151,019)

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8			1	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			5/1	No
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			2	No
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	\$673,000	PD	14.8				No
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	\$1,228,800	PD	13.8				No
Tigard: Red Rock Creek Trail	WA	\$314,055	\$314,055	PD	11.6			3	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			1	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,219,815	Cons	8.8			1	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4				Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			1	No

Shaded = Freight-eligible AT projects

funded: \$10,119,908
 available: \$11,270,927
 remainder: \$1,151,019

total funded requests: \$45,083,707
 estimated total RFFA Step 2 funding available: \$45,083,707
 remainder: \$0

Funding amount reduced from initial request.



Home of the Tualatin River National Wildlife Refuge

City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140
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Mayor
Keith Mays

Council President
Tim Rosener

Councilors
Renee Brouse
Sean Garland
Russell Griffin
Doug Scott
Kim Young

City Manager
Joseph Gall, ICMA-CM

December 9, 2019

JPACT and Metro Council
Metro
600 NE Grand Ave
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for "Blake Street" design

Dear JPACT members and Metro Council,

I am writing to advocate for funding of the Blake Street design as part of the Regional Flexible Fund Allocation project list. Funding the project would honor the 25% allocation towards Freight and Economic Development, prioritization of the Washington County Coordinating Committee, and address flaws in the policy scoring that did not capture its positive impact on equitable job creation, connectivity, safety, and leveraging of private investment. I understand that TPAC has forwarded a recommendation to JPACT that does not include funding of Blake Street, however I am hoping you will reconsider.

Coordinating Committee #1 priority

Blake Street is one of few truly freight and economic development projects being proposed. Washington County Coordinating Committee identified this project as their number one priority project for freight and economic development. The Blake Street project is the only project that was identified as a coordinating committee's priority one (or even 2) project that did not get forwarded for funding. This suggests that the flawed technical ranking has significantly more weight than the coordinating committees who know and understand the local needs and regional benefits of the submitted projects much better than the technical ranking suggests.

Flawed Technical Scoring and Criteria

During discussion at TPAC, it was pointed out that the Blake Street project received a technical score of 3.4 out of 20 as additional justification for it not being funded. Sherwood believes that the technical rankings are flawed for a variety of reasons. First and foremost, the criteria for a freight and economic development project, especially one for a road that does not currently exist

does not allow it to score well. That being said, we believe that Sherwood was scored much lower than it should have been.

- As an example, the Blake Street project received a -1 for both safety benefit and opportunity indicating (based on the technical scoring criteria) that is WORSENS the condition. How can a road that does not exist and will provide an alternative route and access to a road that is a high crash corridor make safety worse? This does not make sense.
- Another example where our project received a score of -1 (indicating that it makes conditions worse) is under the climate change criteria. Upon review of the guidance to the technical scoring it states *“How does the project improve the environment by reducing vehicle trips and VMT? To what extent will transit and active transportation modes be more accessible and useful? Look at impact on existing transit service; potential improvements in frequency, travel time, reliability at all times of day. Highest points to project on a frequent service line, or to projects that can potentially lead to frequent service. Is the line planned for upgrade to frequent service?”* As the underlined sections in the guidance highlight, we do not believe this project will make conditions worse (we believe it will significantly improve conditions) because we are providing better connections to 124th, alternative routes to a congested Tualatin Sherwood Road, thus helping to reduce travel times for cars and transit. Any road built will include bike lanes and sidewalks providing active transportation connections within and through the TEA as well as additional connections to the future Tonquin trail regional trail system.

Significant Economic Development opportunities

This project will provide access to jobs. It will alleviate connection and safety issues along Tualatin Sherwood road. It will leverage private investment and incentivize economic development. This project is exactly what the Freight and Economic Development category is intended to help fund!

I understand that funding the Blake Street project will mean that another project will not be funded or fully funded, however I implore both JPACT and the Metro Council to honor the intent of the 25% allocation towards Freight and Economic Development and honor the prioritization of the Washington County Coordinating Committee and fund this project.

Sincerely,



Keith Mays, Mayor

IN CONSIDERATION OF RESOLUTION NO. 20-XXXX, FOR THE PURPOSE OF ALLOCATING \$143.98 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2022-2024, PENDING ADOPTION OF THE 2021-2024 MTIP

Date: December 10, 2019

Department: Planning & Development

Meeting Date: January 16, 2020

Prepared by:
Dan Kaempff, x. 7559,
daniel.kaempff@oregonmetro.gov

ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted on a three-year funding cycle. The metropolitan region is forecasted to receive \$143.98 million from these sources in the federal fiscal years of 2022-2024. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2019-2021.

ACTION REQUESTED

Approve Resolution No. 20-XXXX, allocating funding to regional investments as recommended by JPACT, and detailed in Attachment A.

IDENTIFIED POLICY OUTCOMES

In April 2019, JPACT and Metro Council adopted Resolution 19-4959 which established the policy direction for the 2022-2024 RFFA. In adopting the policy framework for these funds, it was recognized that the region had just concluded an extensive three-year effort that had led to the development of the 2018 Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421). Through that effort, four key regional funding priorities emerged:

- Equity, with a focus on race and income
- Safety
- Climate Smart Strategy implementation
- Managing Congestion

These four priorities were carried forward as the policy outcomes for the 2022-2024 RFFA, recognizing the extensive public outreach effort and agreement among the region's stakeholders that had led to their inclusion in the 2018 RTP.

Part of the project selection process was to conduct a technical analysis on the project proposals to determine their performance with regards to the policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the four policy priority areas, and assigned each a project a numerical score reflective of its merits.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with allocating funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B
2. Remand the resolution back to JPACT with direction on desired changes or conditions

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 20-XXXX.

The package of projects funded through this resolution were selected by JPACT based on their technical performance in achieving outcomes in the four RFFA policy outcomes. In addition to their technical merit, the package follows RFFA policy direction regarding how these funds should be allocated to invest in projects throughout the region and to use them to leverage other investments.

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council later in 2020. The MTIP is the federally approved list of transportation investments in the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Department of Transportation.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2022-2024 RFFA follows transportation policy direction established in the development of the 2018 RTP. Chapter 6 of the RTP provides detail on the region's investment priorities. Projects selected for RFFA funding are on the 2027 Constrained RTP

project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The RTP project list focuses on making near-term progress on key regional priorities – equity, safety, climate, and congestion.

How does this advance Metro’s racial equity goals?

Advancing equity is a primary policy objective for the RFFA. Projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

How does this advance Metro’s climate action goals?

Another of the four primary policy objectives for the 2022-2024 RFFA is to advance the region’s Climate Smart Strategy. Projects selected were evaluated based in part on how they could help the region reduce greenhouse gas emissions. The projects funded through the 2022-2024 RFFA are focused on making bicycling and walking easier and safer, and improving and expanding the region’s transit system.

Known Opposition/Support/Community Feedback

A 30-day public comment period was held between September 6 and October 7, 2019. Over 3,000 individuals shared their thoughts and opinions on the 23 projects under consideration for funding. All of the projects garnered over 50 percent of their responses to an online survey as being supported by the respondents.

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- the Twitter feed @oregonmetro

Metro facilitated the discussion and selection of the projects through two transportation-specific Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet

and South Metro Regional Transit (SMART). TPAC includes community representatives as regular members, bringing their perspective to those discussions and making recommendations on decisions.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Fixing America's Surface Transportation Act or FAST Act) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the Regional Flexible Fund 2022-2024 program policies as defined by Metro Resolution No. 19-4959, For The Purpose Of Adopting The 2022-2024 Regional Flexible Funds Allocation Policy Report For The Portland Metropolitan Area, adopted April 4, 2019 and Metro Resolution No. 17-4848 For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2021-24 Metropolitan Transportation Improvement Program so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2022, 2023, and 2024. Federal Fiscal Year 2022 grant funds would typically be utilized by Metro in Metro Fiscal Year 2022-23. Federal Fiscal Year 2023 grant funds would typically be utilized by Metro in Metro Fiscal Year 2023-24. Federal Fiscal Year 2024 grant funds would typically be utilized by Metro in Metro Fiscal Year 2024-25. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$236,135 in Metro fiscal year 2022-23, \$243,220 in Metro fiscal year 2023-24 and \$250,516 in Metro fiscal year 2024-25 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose.

BACKGROUND

The RFFA represents the region's direct implementation of the funding priorities defined in the RTP. As the only transportation funding under the purview of JPACT and Metro Council (in their MPO oversight role), these funds have historically been used to invest in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to affirm the policy direction and select investments to be funded with the Regional Flexible Funds. In April 2019, Metro Council adopted the 2022-2024 RFFA, which created the policy direction for investment of \$143.98 million in federal transportation funds allocated to the region.

Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to transit capital and project development bond payments, and continues investments in MPO, system, and corridor planning activities, as well as region-wide programs.

After meeting Step 1 commitments, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's four RTP investment priorities as detailed above. Step 2 focuses funding on two project categories: Active Transportation and Complete Streets (AT), and Regional Freight and Economic Development Initiatives (Freight). For the past three RFFA cycles, JPACT and Metro Council have adopted project category funding targets of 75 percent to AT projects, and 25 percent to Freight projects.

Historically, the total amount of funding available for Freight projects has been small (\$11.27 million was the Freight target in the current cycle). As such, it has not attracted a large number of proposals, reflecting the low amount of funding available relative to the cost of many Freight projects.

These targets remained in place for the 2022-2024 RFFA process. But through policy discussions with TPAC, JPACT and Metro Council, it was recognized that projects often had benefits in both categories. To address this, applicants were given the ability to request their project be considered in both categories. In order to accommodate this request, staff developed a single application form designed to capture project information that would enable proposals to be compared with each other in both categories.

This resulted in technical ratings that measured how well projects achieved the four policy priorities (Equity, Safety, Climate and Congestion), regardless of in which category(ies) the project had been submitted.

In the Step 2 Call for Projects, a total of 23 project proposals were submitted by the region's eligible agencies. Of these 23 proposals, only three were submitted for consideration in the Freight category. The average technical rating for AT projects was 14.4; the average for the

Freight projects was 9.3 (maximum score possible was 24). Multnomah County submitted two proposals (average score was 10), requesting they be considered in both AT and Freight categories.

Staff presented TPAC with two options for developing a recommendation to JPACT. TPAC indicated their preference for the option which moved certain projects from the AT category into the Freight category. Staff identified five AT projects that are on or adjacent to routes on the Regional Freight Network. Improvements to these roads result in safer conditions for active transportation users and provide benefits to freight mobility and economic development. As such, they could be considered for funding through either category. The TPAC recommendation includes these five projects being considered in the Freight category.

The final JPACT approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee priorities, assessment of risks to project delivery, public input and other RFFA process policy objectives.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendix L of the 2018 RTP. The Step 1 programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by making communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2022-2024 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit. These modes are prioritized for funding to complement modest expansions of motor-vehicle capacity to meet the access and mobility needs of people and goods in the region.

ATTACHMENTS

Attachment A: 2022-2024 RFFA list of investments

Attachment B: 2022-2024 RFFA Conditions of Approval

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$143.98)	RESOLUTION NO. 20-XXXX
MILLION OF REGIONAL FLEXIBLE FUNDING)	
FOR THE YEARS 2022-2024, PENDING)	Introduced by Acting Chief Operating Officer
ADOPTION OF THE 2021-24 MTIP)	Andrew Scott in concurrence with Council
)	President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, approximately \$143.98 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit and Project Development Bond, Region-wide Program Investments, Active Transportation and Complete Streets and Regional Freight and Economic Development Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 19-4959 , For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Policy Report for the Portland Metropolitan Area, adopted April 4, 2019; and

WHEREAS, the criteria used to select projects for the 2022-2024 RFFA followed policy direction adopted by Metro Council in the 2018 Regional Transportation Plan by Ordinance No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2018 RTP investment policy directed the region to invest in transportation projects which advanced equity, improved safety, carried out the region’s Climate Smart Strategy, and provided traffic congestion relief; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between September 6 and October 7, 2019, and is summarized in Exhibit C, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2022-24 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

2022-2024 Regional Flexible Funds Allocation - DRAFT

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (In-lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
Total:	\$98,897,758

Step 2: Community Investment Fund			
Active Transportation and Complete Streets			
Project name	Applicant	Sub-region	Amount
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Total:			\$34,963,799

Regional Freight and Economic Development Initiatives			
Project name	Applicant	Sub-region	Amount
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Total:			\$10,119,908

Total 2022-2024 RFFA:	\$143,981,465
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Exhibit B

2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to that projects are built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations and with regional program policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-recommendation and Metro Council adoption for the 2022-24 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2025-27), to be distributed among the region, per the RFFA policy direction. Or, the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation the funds per the MTIP amendment process. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount being provided to deliver the awarded project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2022-2024 Regional Flexible Fund. Changes in project scopes, schedules, and budget must be requested for adjustments to project and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State

Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.

5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all projects will implement sufficient wayfinding signage. (Ex. Metro's Intertwine Design Guidelines: http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf)
6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: <https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf>
7. All projects implementing transportation system management and operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All project shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials, such as reports, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. (http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)
10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project, in order to enhance the success and performance of the project. If the local jurisdiction/project sponsor does not believe it is relevant to implement a transportation demand management strategy in the delivery and opening of the project, the local jurisdiction/project sponsor must request and receive Metro approval to waive the transportation demand management activities.

11. All projects are expected measure the progress and performance of the Regional Flexible Fund awarded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.
12. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre- PE or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

Clackamas County - Clackamas Industrial Area ITS

- No additional conditions

Clackamas County - Courtney Avenue Complete Street

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

Forest Grove – Council Creek Trail

- The project will coordinate the abandonment of Portland and Western Railroad with ODOT Rail.
- The project will include a budget for Portland and Western Railroad to review the design.
- The project will provide enhanced pedestrian crossings at all collector and arterial roadways. The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will determine the environmental permitting required through coordination with agencies as required DSL, Army Corps, NMFS, DEQ - (not inclusive)
- The project will provide a minimum 14' wide (10' paved with 2' shoulders) multiuse path where feasible. On street connections should provide trail-like separation from traffic where possible. Sidewalks and separated bike lanes (buffered) are acceptable on higher traffic, constrained streets.
- The project partner agency staff will coordinate with TriMet and regional partners to plan for potential future extension within the corridor.

Gladstone – Trolley Trail Bridge Replacement

- The project will provide for a minimum 14' wide (10' paved with 2' shoulders) multiuse path connections to the bridge where feasible. On street connections should provide trail-like separation from traffic where possible.

Gresham - Division Street Complete Street

- Project staff will coordinate with TriMet for all transit improvements.

Milwaukie - Monroe Street Greenway

- As the project develops in coordination with adjacent segments funded from other sources, it should prepare to be able to proceed separately from those segments and issues associated with their funding or permitting, so as to be able to remain on schedule.

Multnomah County – Sandy Boulevard: Gresham to 230th

- An updated project scope, schedule, and budget will be submitted. (assuming integration of 223rd Avenue project development activities are integrated into the project scope)

Portland - 122nd Avenue

- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will coordinate with TriMet for all transit improvements (signal transit priority, stop locations)

- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Columbia/Cully/Alderwood Freight

- The project will include budget for Union Pacific Railroad to review the design of the crossing.
- Ensure the project is consistent with Metro Regional Freight Plan.

Portland - MLK Blvd.

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.
- In addition to the project elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Stark-Washington Corridor

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design process for coordination of modification at Interstate 205.
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Willamette Blvd.

- The project will confirm the assumption that added impervious area for bike path will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will pursue a speed limit reduction through the corridor.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.

Oregon City – Hwy 99E Bike/Ped Improvements

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

Tigard – Red Rock Creek Trail

- Project staff will coordinate with TriMet on the development of and coordination with the Southwest Corridor project and the design of trail connections to transit facilities.

Washington County – Aloha Safe Access to Transit

- The project will coordinate with ODOT Region 1 in the design of project connections to ODOT facilities.

Washington County – Cornelius Pass Bike/Ped Bridge (US26)

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

Engagement report

Public comments on proposed projects
for 2022-24 regional flexible funds

October 2019



Full document available for download at: <https://www.oregonmetro.gov/RFFA>

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: December 6, 2019 TPAC Meeting
Date: December 18, 2019

Overview

Following is a brief summary of the December 6, 2019 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- Metro is testing a new data platform, [Replica](#). Replica uses de-identified movement data (a process used to prevent the identification of someone) from about 5 percent of the population's mobile devices to glean information about travel patterns, and then creates a simulated model of travel with information about traveler demographics and the reason for the trip. Since Metro is a regional government organization, Replica data may be shared by coverage area cities as well as transit agencies. Additional information about Replica, and its application to cities, is expected later in December.

Technical Recommendations to JPACT

TPAC recommended the following items be moved to JPACT:

- **Unified Planning Work Program (UPWP) Amendment 19-5047**
Amends the Unified Planning Work Program (UPWP) to add funding for the Clackamas Corridor Management, Emerging Technology and Boone Bridge projects. The Boone Bridge project will be carried to policymakers in a separate resolution as some Metro Councilors may have project concerns and wish to discuss the project.



Local Focus: Multi-jurisdictional, Freight and Transit Planning

Major highways in Clackamas County are often pushed to their limit during times of peak congestion. The Clackamas Corridor Management project will develop a Concept of Operations that integrates agencies operationally, institutionally and technologically, including Transportation System Management and Operation (TSMO) strategies for better traveler information, smarter traffic signals and more effective incident response. Corridors included in the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224. The project will benefit freight drivers as they make route decisions and make use of the region's transit investments, improving operations through integrated Intelligent Transportation Systems (ITS).



Local Focus: Congestion and Resiliency Planning

Did you know that the I-5 Boone Bridge carries nearly as much traffic as the I-5 "Columbia River Crossing" Interstate Bridge, but one-third more semi-trucks? Currently, the Boone Bridge area experiences up to 4.5 hours of daily congestion, with evening commute speeds dropping to 25 mph and traffic backing-up to I-205. Unfortunately, the Boone Bridge—the only Willamette River crossing for a 28-mile stretch—is also seismically vulnerable in the event of a catastrophic earthquake. Through HB 5050

(2019), ODOT was directed to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

- **Unified Planning Work Program (UPWP) Amendment 19-5052**
Amends the FY 2019-20 UPWP to Add Funding for the Corridor Bottleneck Operations Study 2 (CBOS 2).
- **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5051**
Adds a new project to the 2018-21 MTIP involving ODOT’s Corridor Bottleneck Operations Study – Two (CBOS II) (DC20-04-DEC1)
- **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5050**
Adds/amends existing projects to the 2018-21 MTIP involving three ODOT projects (DC20-05-DEC2).
Note: This bundle affects the Boone Bridge, which was, again, separated for a discrete resolution.

Regional Flexible Funds Allocation (RFFA) Resolution

Purpose: Discuss and take action on a recommended project list for Step 2 of the 2022-2024 RFFA.

- Last month, county coordinating committees and the City of Portland provided JPACT with their RFFA project priorities. Based on feedback received, and further proposal risk analyses/scoping, Metro staff prepared two new RFFA package options for consideration. Both package options took into consideration the reallocation of unrequested freight dollars.
- The primary difference between the package options was whether to award partial funding for the construction of Clackamas County’s Industrial Area ITS (freight) project or to award the same balance of funding for project development of West Linn’s Hwy. 43 project. With the federalization of RFFA dollars, however, the City of West Linn has voluntarily declined project development dollars this cycle.
- Following discussion, TPAC opted to advance the Clackamas ITS project over the West Linn project and finalized its project package recommendation to JPACT. In short and as summarized below, TPAC’s recommendation fulfills nearly all of C4’s prior project feedback.
- If TPAC’s recommendation is accepted by JPACT and the Metro Council, then Clackamas County jurisdictions will receive \$12,062,395 in grant awards this RFFA cycle, which is just **over 26 percent** of available RFFA “Step 2” revenue. JPACT will receive TPAC’s RFFA project package recommendation on December 19, at which time JPACT is expected to issue a recommendation to the Metro Council. The Clackamas Cities’ TPAC representatives encourage local JPACT members to support TPAC’s recommendation based on the demonstrated local benefit.

Projects Submitted by Clackamas Localities				
Jurisdiction	Project	RFFA Request	C4 Feedback	TPAC Recommendation
Clackamas County	Courtney Ave Bike/Ped Improvements	\$5,079,992	Do fund	Full funding
Gladstone	Trolley Trail Bridge Replacement (Project Development)	\$1,228,800	Do fund	Full funding
Milwaukie	Monroe Greenway	\$3,860,788	Do fund	Full funding
Oregon City	Hwy 99E Bike/Ped Improvements (Project Development)	\$673,000	Do fund	Full funding
West Linn	Hwy. 43	\$6,468,000	This project is <i>critical</i> but is recommended for consideration in other opportunities.	No funding
Clackamas County	Clackamas Industrial Area ITS	\$1,768,040	Do fund	Partial funding (\$1,219,815)

- Although TPAC advanced an RFFA package to JPACT, there were process concerns and a robust dialogue around equity, regional parity and the feasibility of funding freight projects. TPAC will convene in the future to debrief the process further.

PILOT Phase 2 Grant Program Framework

Purpose: To update TPAC on lessons learned from the first round of the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program to-date and receive feedback on the next program phase.

- The [Planning and Development program Learning Opportunities in Transportation \(PILOT\) program](#) is a competitive funding program launched by Metro in 2019. The program funds short-term implementation projects that test new approaches to transportation and technology transportation in order to develop the information, capacity, and partnerships that support Metro and its partners in taking more significant action on technology.
- The first round of projects is now underway, and Metro staff is preparing for the next round of funding, which will be issued in 2021. The PILOT program is one of the only regional grant programs in the U.S. focused on emerging technology and is the *only* one that has such a strong focus on equity.
- In 2021, Metro staff hope to expand the PILOT program to support projects in new areas of the region – particularly outside the City of Portland – that are not yet as fully served by emerging transportation options. Metro staff also hopes to:
 - Better engage the participation of government partners to make policy changes and leverage the more significant resources needed to bring emerging technologies to new markets; and
 - Create more significant impacts that not only help all people access emerging technology, but also help people shift away from peak-period, drive-alone motor vehicle trips to more sustainable and affordable options.

Upcoming Agenda Highlights

- January 10, 2020
 - TriMet Mobility Strategy & Mobility on Demand/Open Trip Planner – Project Update
 - Regional Mobility Policy Update – Information/Discussion
 - Regional Congestion Pricing Study – Information/Discussion
 - Jurisdictional Transfer Functional Classification Recommendations – Information/Discussion
 - MTIP & Project Delivery Updates – Information/Discussion
- February 7, 2020
 - 2020 TSMO Strategy Update Progress – Information/Discussion
 - Freight Commodity Study/Planning – Information/Discussion
 - Regional Congestion Pricing Technical Analysis – Information/Discussion
- March 6, 2020
 - Air Quality Review (tentative) – Information/Discussion

For additional information, please contact:

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

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