
Wednesday, September 18, 2019
7:30 AM – 9:00 AM

Development Services Building
Main Floor Auditorium, Room 120
150 Beaver Creek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

MPAC Issues (*no issues presented*)

7:35 a.m. JPACT Issues

- (7:35am) Regional Mobility Policy Update
- (8:10am) Metro Regional Flexible Funding Allocation (RFFA) process

8:25 a.m. T2020 Corridor Discussion/Update

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Regional Mobility Policy Materials	Page 05
	RFFA Materials	Page 20
	T2020 Materials	Page 59
	MTAC/TPAC Memo	Page 68



2019 JPACT Work Program

As of 8/28/19

Items in italics are tentative

<p><u>September 19, 2019</u></p> <ul style="list-style-type: none"> • Resolution No. 19-5018, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Thirteen Projects Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP) (consent) • Regional Flexible Funds Update (Dan Kaempff, Metro; 25 min) • <i>Transportation Systems Management Operations (TSMO) Strategy (Caleb Winter, Metro; 15 min)</i> • Redline Improvement Project (David Unsworth, TriMet; 15 min) <p><u>September 26</u>: Metro Council Public Hearing on Regional Flexible Funds Allocation, Metro Regional Center, Council Chamber, 5:00 – 7:00 pm</p>	<p><u>October 17, 2019</u></p> <ul style="list-style-type: none"> • <i>Corridor Bottleneck Operations Study II (ODOT; 15 min)</i> • <i>T2020 Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 15 min)</i> • Mobility Policy Update: Introduction to Draft Work Plan (Kim Ellis, Metro; 15 min) • Regional Flexible Funds Update (Dan Kaempff, Metro; 5 min)
<p><u>November 21, 2019</u></p> <ul style="list-style-type: none"> • Designing Livable Streets (Lake McTighe, Metro; 20 min) • Regional Flexible Funds: Draft Recommendation* (Dan Kaempff, Metro; 20 min) • Mobility Policy Update: Approve Work Plan* (Kim Ellis, Metro; 15 min) 	<p><u>December 19, 2019</u></p> <ul style="list-style-type: none"> • Regional Flexible Funds: Recommendation to Metro Council* (Dan Kaempff, Metro; 20 min) • <i>T2020 Transportation Regional Investment Measure Update (Andy Shaw, Metro; 15 min)</i> • <i>Freight Commodity Study (Tim Collins, Metro; 20 min)</i>

Parking Lot:

- *Burnside Bridge (Multnomah County)*
- *Emergency Transportation Routes Update*



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

2019 MPAC Work Program
as of 8/30/2019

Items in italics are tentative

<p><u>Wednesday, August 14, 2019</u>– Cancelled</p>	<p><u>Wednesday, August 28, 2019</u>– Cancelled</p>
<p><u>Wednesday, September 11, 2019</u></p> <ul style="list-style-type: none"> • 2040 Planning and Development Grants: 2019 Grant Awards (Lisa Miles, Metro; 20 min) • Cornelius Urban Renewal Plan, Town Center Plan and Conceptual Site Planning (Ryan Wells, City of Cornelius; 40 min) • Oregon City Equitable Housing Strategy (Laura Terway, City of Oregon City; 40 min) 	<p><u>Wednesday, September 25, 2019</u></p> <p><i>September 26-28: League of Oregon Cities Annual Conference, Bend, OR</i></p>
<p><u>Wednesday, October 9, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept: Employment Trends Panel (TBD; 60 min) • Housing Bond Local Implementation Strategies (Jes Larson and Emily Lieb, Metro; 45 min) 	<p><u>Wednesday, October 23, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (Kim Ellis, Metro; 20 min)</i> • <i>Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 20 min)</i> • <i>2040 Growth Concept Refresh: Growth and Climate Change (TBD; 60 minutes)</i>
<p><u>Wednesday, November 13, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min) • Designing Livable Streets (Lake McTighe, Metro; 20 min) • 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 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>

Wednesday, December 11, 2019

Wednesday, December 25, 2019 – Cancelled

Parking Lot:

- 2020 Census Follow Up
- Community Partnerships Program
- Regional Data Strategy



Regional mobility policy update

This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.

Project overview

The purpose of this project is to update the policy on how the region defines mobility and measures success. The updated policy will guide development of regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

What is the current regional mobility policy?

As the primary way of measuring vehicle congestion on roads and at intersections, the current mobility policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

This current mobility policy is centered on vehicle-based thresholds adopted in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP). These thresholds are referred to as the volume-to-capacity ratio (v/c ratio).

Nationally, this measure of mobility was originally developed and used to guide the sizing and location of the Interstate System in the 1960s. Over time, the measure has been applied to all roads for different purposes as determined in the RTP, OHP and local plans.

Why update the policy now?

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.



Key terms

Policy: a statement of intent and direction for achieving desired outcomes at the regional and system level.

Measure: a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

Target: a specific level of performance that is desired to be achieved within a specified time period. The RTP defines v/c-based targets to implement the current mobility policy.

Standard: a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

This project to update the Regional Transportation Plan's 20-year old "interim" mobility policy was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the regional mobility policy now:

- The current policy focuses solely on vehicles and does not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The current policy has led to transportation projects that are increasingly more expensive than we can afford and that may have undesirable land use, housing, air quality, public health and environmental impacts, conflicting with local, regional and state goals.
- Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments. This is especially true in planned growth areas including urban growth boundary expansion areas.
- The 2018 RTP failed to meet the current policy, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- ODOT will begin updating the Oregon Transportation Plan and Oregon Highway Plan next year – this project provides an opportunity for the region to help inform those efforts.

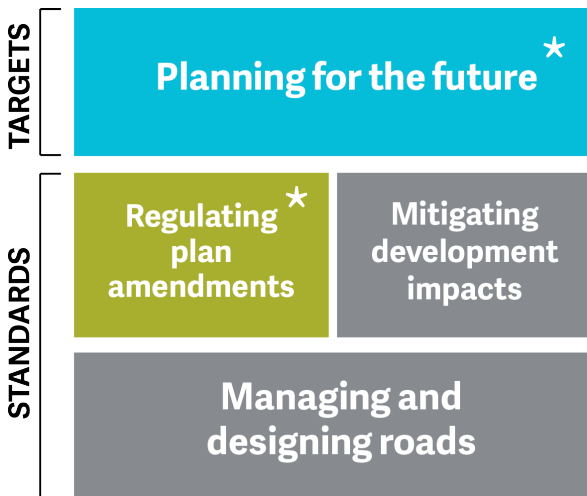
What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy and associated measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods for all modes to guide local, regional and state-decision-making.

The updated policy will be applied in the next update to the RTP (due in 2023) and incorporated in the highway mobility policy (Policy 1F) in the OHP, pending approval by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC).

The updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule during development review.

Current uses of the volume-to-capacity ratio



* focus of this update

Planning for the future

Who: Metro, ODOT, cities, counties and consultants

What: Evaluate traffic performance of roads and intersections as one of many measures to determine deficiencies given current and projected population and jobs

When: Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans

Why: Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities

Regulating plan amendments

Who: ODOT, cities, counties and consultants

What: Evaluate the potential impacts of land use zoning changes on roads and intersections as required by the TPR during development review

When: Amendments to land use zoning designations using thresholds defined in the OHP for state-owned roads and local codes for city- and county-owned roads

Why: Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation

Mitigating development impacts

Who: Cities, counties and developers.

What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals

When: Development approval process using thresholds defined in the OHP for state-owned roads and local codes for city- and county-owned roads

Why: Mitigate traffic impacts from new development

Managing and designing roads

Who: Cities, counties, ODOT and consultants

What: Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual

When: Operations and project design, including preliminary engineering

What: Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations

Potential new measures to be explored

The volume-to-capacity ratio has been the primary way to measure the region's mobility. Other ways to measure the health and success of the transportation system that will be explored, include:

- People and goods movement capacity and throughput, all modes (driving, riding a bus or train, biking, walking or moving goods)
- Vehicle miles traveled
- Travel time and reliability for motor vehicles, including freight and transit
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes.

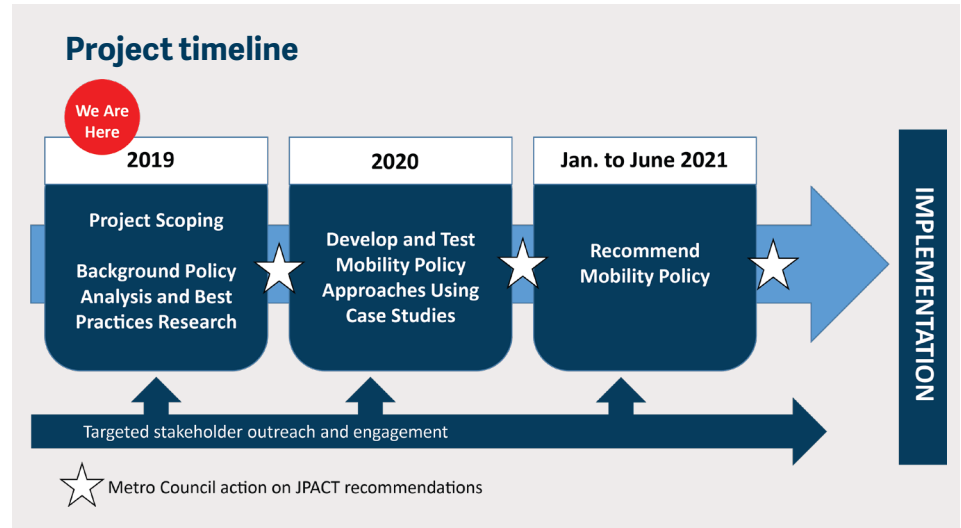
Scoping engagement activities

- Metro Council and JPACT briefings
- Coordinating committees' briefings
- TPAC/MTAC workshops
- Community leaders' discussion group
- Stakeholder interviews
- Project briefings

Where are we now?

This update will take place over the next two years. Project scoping is underway and expected to be complete by the end of the year. Scoping will be used to help develop a work plan and engagement plan that will guide the planning process. The plans will be presented to JPACT and the Metro Council for consideration in Fall 2019.

The project's multi-phase planning process will advance from Jan. 2020 through June 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.



Next steps for 2019

Summer

Stakeholder interviews and other outreach to shape approach and desired outcomes for update

August 21

TPAC/MTAC workshop to further shape approach and desired outcomes for update

Fall

Transportation Research and Education Center (TREC)/Portland State University begins background research

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration

October - December

JPACT and Metro Council discuss and consider approval of work plan and engagement plan

Sign up for project updates and learn more at oregonmetro.gov/mobility

Project contacts

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ODOT project manager
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Today's purpose

Provide a project update
Seek feedback on project objectives and proposed approach



2

Project purpose

Update the policy on how the region defines mobility and measures success for our transportation system
Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



3

Why Now? Our region is at a crossroads.



2018 Regional Transportation Plan
A blueprint for the future of transportation in the greater Portland region
Adopted December 6, 2018 www.metro.gov/rtpl

2018 RTP failed to meet current mobility policy

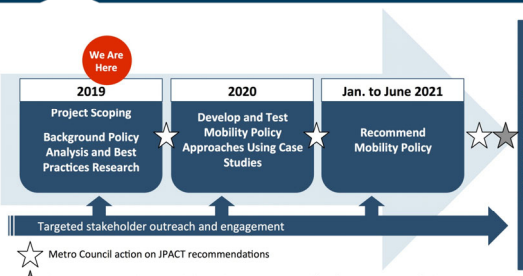
Cities and counties are increasingly unable to meet current mobility policy

Better align policy with regional values, goals and desired outcomes, as well as with state and local goals

- Shift focus from vehicles to people and goods
- Can't afford what it would take to meet policy
- Impacts remain a top concern

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Two-year timeline for updating our policy



2019
Project Scoping
Background Policy Analysis and Best Practices Research

2020
Develop and Test Mobility Policy Approaches Using Case Studies

Jan. to June 2021
Recommend Mobility Policy

IMPLEMENTATION

Targeted stakeholder outreach and engagement

☆ Metro Council action on JPACT recommendations
★ Oregon Transportation Commission action on Metro Council and JPACT recommendations
The Commission will be engaged throughout the project.

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Where is this headed?

2020-21

• Update regional mobility policy

This effort

2021- TBD

• Incorporate through OHP amendment/update

2021-23

• Incorporate through RTP and functional plan updates

Implement Post 2023

• Implement through TSPs and other local ordinances

• Update state and local standards, guidelines and best practices

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Scoping engagement activities

- TPAC and MTAC
- Coordinating committees (TACs)
- Metro Council
- JPACT
- Community leaders' discussion
- Stakeholder interviews
- MPAC
- Coordinating committees (policy)



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We've heard broad support for proposed approach and objectives



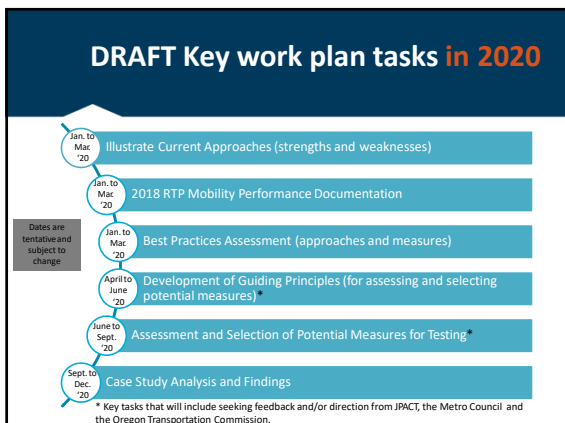
- "Be equitable"
- "Strive for simplicity"
- "Provide flexibility"
- "Be achievable and legally defensible"
- "Make multi-modal"
- "Help make better decisions"
- "Consider statewide interests"
- "Be forward thinking"
- "Focus on outcomes"
- "Consider climate, housing and public health"
- "Consider design and development review impacts"
- "Support 2040 Growth Concept"

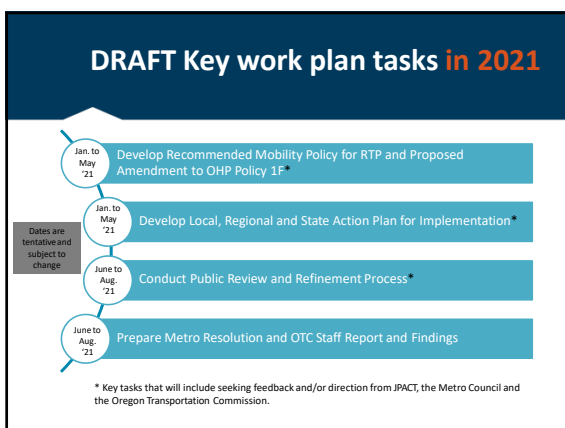
8

Mobility measures to explore

Vehicle miles traveled	Duration of congestion (volume-to-capacity ratio)
Mode share	Access to jobs, destinations and options
People and goods throughput	Travel time and reliability
Trip length	Vehicle hours traveled
Safety	System completeness

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Decision-making process

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    graph LR
      TPAC --> JPACT
      MTAC --> MPAC
      JPACT --> Metro Council
      MPAC --> Metro Council
      Metro Council --> Oregon Transportation Commission
  
```

The information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

Next steps for 2019

MAY – SEPT.	Stakeholder interviews, existing committees and other outreach to shape approach and desired outcomes for update
SEPT.	TREC/PSU research begins through Dec. Project team finalizes work plan and engagement plan for TPAC recommendation and JPACT and Metro Council consideration
OCT. – NOV.	TPAC reviews work plan and engagement plan and makes recommendation to JPACT
OCT. – DEC.	JPACT and Council discuss and consider approval of work plan and engagement plan

Questions and discussion

Kim Ellis, Metro
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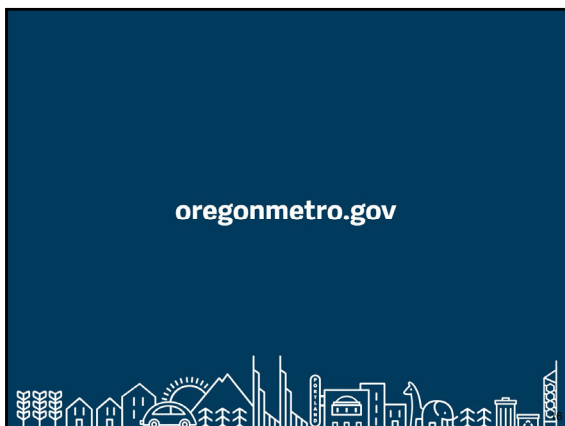


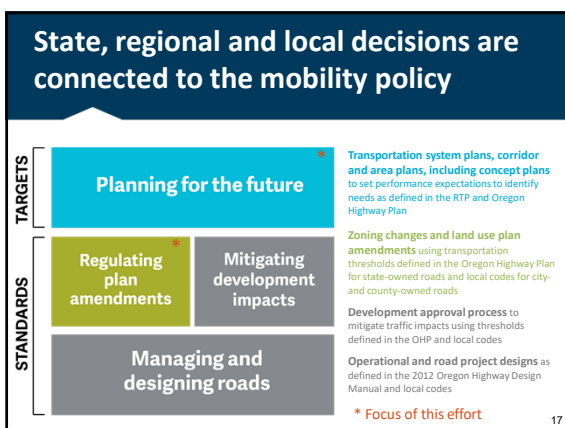
Lidwien Rahman, ODOT
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Visit
oregonmetro.gov/mobility





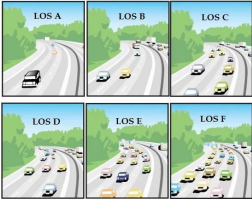
What is our current congestion policy?

Targets accept peak period congestion and aim to preserve off-peak mobility for freight

Locations	Targets		
	Mid-day	1 st hour*	2 nd hour*
Centers and main streets	.99	1.1	.99
Arterials outside of centers and main streets	.90	.99	.99
Throughways**	.99 or .90	1.1 or .99	.99

* = AM/PM 2-hour peak period
** = Varies by facility
See 2018 RTP Table 2.4 and OHP Table 7

Traditional measure of congestion | Volume-to-capacity ratio
What it looks like and how it's measured



LOS	V/C	Throughways
A	.50 to .59	More than 60 mph
B	.60 to .69	57 to 60 mph
C	.70 to .79	54 to 57 mph
D	.80 to .89	46 to 54 mph
E	.90 to .99	30 to 46 mph
F	1.0	Less than 30 mph
>F	>1.0	Demand exceeds capacity

Source: Adapted from TRB Highway Capacity Manual

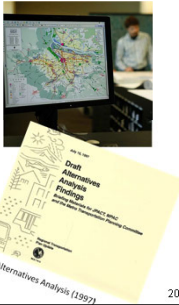
The most widely adopted metric for reporting transportation system performance in the U.S. since the 60's

Measures how full the road system is based on vehicle volumes, capacity of road and vehicle speeds.

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2000 RTP tailored the mobility policy to support the 2040 Growth Concept

- New targets for vehicle traffic accept peak period congestion and aim to preserve off-peak travel flow for freight
- “Interim” policy represented a major shift in transportation policy
- Policymakers based new policy on political consensus that the public was:
 - not expecting this level of mobility
 - unwilling to pay for the road capacity it would require
 - wary of the impacts of projects that would have to be built
- The policy was subsequently adopted in the Oregon Highway Plan in 2002



RTP Alternatives Analysis (1997)

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2000 RTP adopted new strategies for managing congestion

Set targets to reduce driving alone



Industry 40-45% Small Centers & Main Streets 45-55% Large Centers 45-70%

← Auto-Oriented Transit-Oriented →

Set targets for system sizing & connectivity

Class	Capacity	Spacing
Throughway	Up to 6 lanes	n/a
Arterial	Up to 4 lanes	1 mile
Collector	2-3 lanes	1/2 mile
Local	1-2 lanes	330 to 530'

Manage parking

21

2010 RTP focuses on broader outcomes

- Begins transition to focus on broader desired **outcomes**
- Identifies the **need to update the region's mobility policy**
- Introduces concepts of **mobility corridors** and **system completion** to define a finish line for the regional system

Typical multimodal mobility corridor

22

2018 RTP further advances performance-based decisions

- **New and updated system performance measures and targets** reflect broader set of goals and desired outcomes
- **Equity, safety, climate and congestion** identified as priorities
- New federal MAP-21 targets that focus on **reliability for people and freight**

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REGIONAL MOBILITY POLICY UPDATE
KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



Month	Who	When	What
April	CTAC	4/23	<ul style="list-style-type: none"> • Project update • Seek feedback on initial scoping questions
	PBOT	4/29	
May	EMCTC TAC	5/1	
	WCCC TAC	5/2	
	TPAC	5/3	
June	Portland Freight Committee	6/6	
	TPAC/MTAC workshop	6/19	
	Council WS	6/25	
July	Stakeholder interviews	All month	<ul style="list-style-type: none"> • Project update • Seek feedback on draft work plan and engagement plan
	JPACT	7/18	
	County public health and transportation staff discussion	7/22	
August	Stakeholder interviews	All month	
	WCCC TAC	8/1	
	Community Leaders Discussion Group	8/2	
	CTAC	8/27	
September	Stakeholder interviews	through mid-month	
	EMCTC TAC	9/4	
	TPAC	9/6	
	Portland Pedestrian Advisory Committee	9/17	
	C-4 Metro	9/18	
	MTAC	9/18	
October	TPAC	10/4	<ul style="list-style-type: none"> • Project update • Seek feedback on draft work plan and engagement plan
	Portland Bicycle Advisory Committee	10/8	
	EMCTC	10/14	
	WCCC	10/14	
	JPACT	10/17	
	MPAC	10/23	
	Council	TBD	
November	TPAC	11/1	<ul style="list-style-type: none"> • Seek recommendation to JPACT on work plan and engagement plan • Seek recommendation to the Metro Council on work plan and engagement plan (by Resolution)
	JPACT	11/21	
December	Council	TBD	<ul style="list-style-type: none"> • Consider JPACT's recommendation (by Resolution)



Metro/ODOT Mobility Policy Update Scoping Agreement

April 18, 2019

The mobility policy update will take place over the next two years. This document describes the proposed project purpose, objectives and approach developed by Metro and ODOT staff for feedback during the project scoping phase. Stakeholder feedback will shape development of a work plan and engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in Fall 2019.

Project Purpose

Update the mobility policy framework for the Portland metropolitan area in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP) Policy 1F, including development of alternative mobility measures and targets. The updated policy will guide the development of regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) - 0060 during development review.

Project Objectives

Develop an alternative mobility policy and associated measures, targets, and methods for the Portland area that define mobility expectations for multiple modes users, and time periods, and that:

- Clearly and transparently communicate mobility expectations and provide clear targets for local, regional and state decision-making
- Address all modes of transportation
- Address both people and goods movement
- Distinguish between throughway¹ and arterial performance
- Are financially realistic
- Reflect and are consistent with adopted state, regional and community policy objectives.²
- Support implementation of the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and Climate Smart Strategy and related policies.
- Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel.
- Are coordinated with and supportive of other state and regional initiatives, including Value Pricing, Rose Quarter, and Jurisdictional Transfer.
- Are innovative and advance the state of the art beyond the current motor vehicle v/c-based measures and targets.
- Consider system and facility performance for all modes in the alternative mobility policy, as well as financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities.
- Are applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scale.

¹ The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan.

² Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan, and the Metro Congestion Management Process.

Approach

- **Phase 1 | Project Scoping | May to Dec. 2019** Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan. Engagement activities in this phase will include stakeholder interviews³, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | Jan. 2020 to June 2021** Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop the alternative mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council, and the Oregon Transportation Commission.
- Work will be performed by Metro and ODOT (Region 1 and TDD) staff with targeted consultant support.
- ODOT and Metro roles and responsibilities and decision-making protocols will be set forth in a Memorandum of Understanding (MOU) or Intergovernmental Agreement (IGA).
- The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the Metro Council, OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities. The role of the Region 1 ACT needs to be clarified.
- The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.
- Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida and other states and MPOs will be conducted.
- Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility, trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput.
- Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.
- The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

³ Stakeholder interviews will include the Metro Council President, a Portland-area member of the Oregon Transportation Commission, city and county staff and elected officials, transit and other transportation providers, freight, business, port and economic development interests, community-based organizations representing historically marginalized communities, health and equity interests, youth, older adults, people living with disabilities, active transportation, environmental justice, environmental advocacy and land use issues, and transportation consultants with experience developing transportation system plans and conducting transportation impact analyses for plan amendments.

C4 Metro Subcommittee Staff Memo

Re: 2022-24 Regional Flexible Fund Allocation – Public Comment Opportunities

From: Karen Buehrig, Clackamas County

Date: September 12, 2019

Attached is information about the 2022-2024 Regional Flexible Funds Allocation (RFFA) Public Comment Opportunities. The 2022-2024 Regional Flexible Funds Allocation (RFFA) project applications, which were submitted by jurisdictions in June 2019 by 4pm. Over the summer, a technical analysis of the applications was completed. From September 6th – October 7th, an online survey will be open to gather comments on the submitted applications. In addition, the Metro Council is scheduled to hold a public hearing at 5 p.m. Thursday, Sept. 26 at Metro Regional Center, 600 NE Grand Ave., Portland.

Included in your packet is information about the online opportunity to comment as well as details related to the survey and the initial technical analysis.

Subject: FW: RFFA public comment announcement



Help decide how approximately \$43M will be spent on projects to improve walking, biking and moving freight. Cities and counties from across greater Portland have submitted projects to compete for these federal funds.

Sept. 6 through Oct. 7, 2019 | oregonmetro.gov/rffa

Ayude a decidir cómo se gastarán alrededor de \$43 millones durante el ciclo de financiación 2022-24 en proyectos que mejorarán el acceso al tránsito y el transporte y lugares para caminar y andar en bicicleta. Ingrese a surveymonkey.com/r/43million-es.

Hãy giúp đỡ chúng tôi quyết định làm cách nào để khoản tiền dự tính 43 triệu đô-la Mỹ cho giai đoạn 2022-24 được dùng cho các dự án để cải thiện đường đi bộ, đi xe đạp, lối vào giao lộ và đường vận tải. Xin xem trong surveymonkey.com/r/43million-vi.

在 2022-24 年的拨款周期中，预算将有 \$4,300 万美元的款项会花费于改善步行、自行车、前往使用公交车和货运设施的项目中。对于如何能善用这些款项，我们恳请您为我们出谋献策。請瀏覽網站 surveymonkey.com/r/43million-zh

Внесите свой вклад в принятие решения о том, как в рамках цикла финансирования 2022–24 гг. будет израсходовано приблизительно 43 миллиона долларов на проекты по улучшению пешеходного и велосипедного движения, доступа к общественному транспорту и организации движения грузового транспорта. смотрите на веб-сайте по адресу surveymonkey.com/r/43million-ru.

The Metro Council is scheduled to hold a public hearing at 5 p.m. Thursday, Sept. 26 and is expected to hold a public hearing and take legislative action in January 2020 at Metro Regional Center, 600 NE Grand Ave., Portland.

Submit comments Sept. 6 through Oct. 7, 2019: online at oregonmetro.gov/rffa | by email to transportation@oregonmetro.gov | by phone at 503-797-1757 or TDD 503-797-1850 | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232.



Should part of \$43 million be spent near you to improve walking, biking and moving freight?

View the map of potential projects and comment now

[español](#) [Tiếng Việt](#) [繁体中文](#) [русский](#)





Help decide how an estimated \$43 million will be spent in the 2022-24 funding cycle on projects to improve walking, biking, access to transit and moving freight.

Cities and counties submitted 23 proposed projects to qualify for federal transportation funds targeted to meet these goals. The proposals add up to about \$78 million, so your input will help decision-makers prioritize which projects will be funded in this process.

Find out more about these funds and review the full proposals at oregonmetro.gov/rffa.

* Your ZIP code

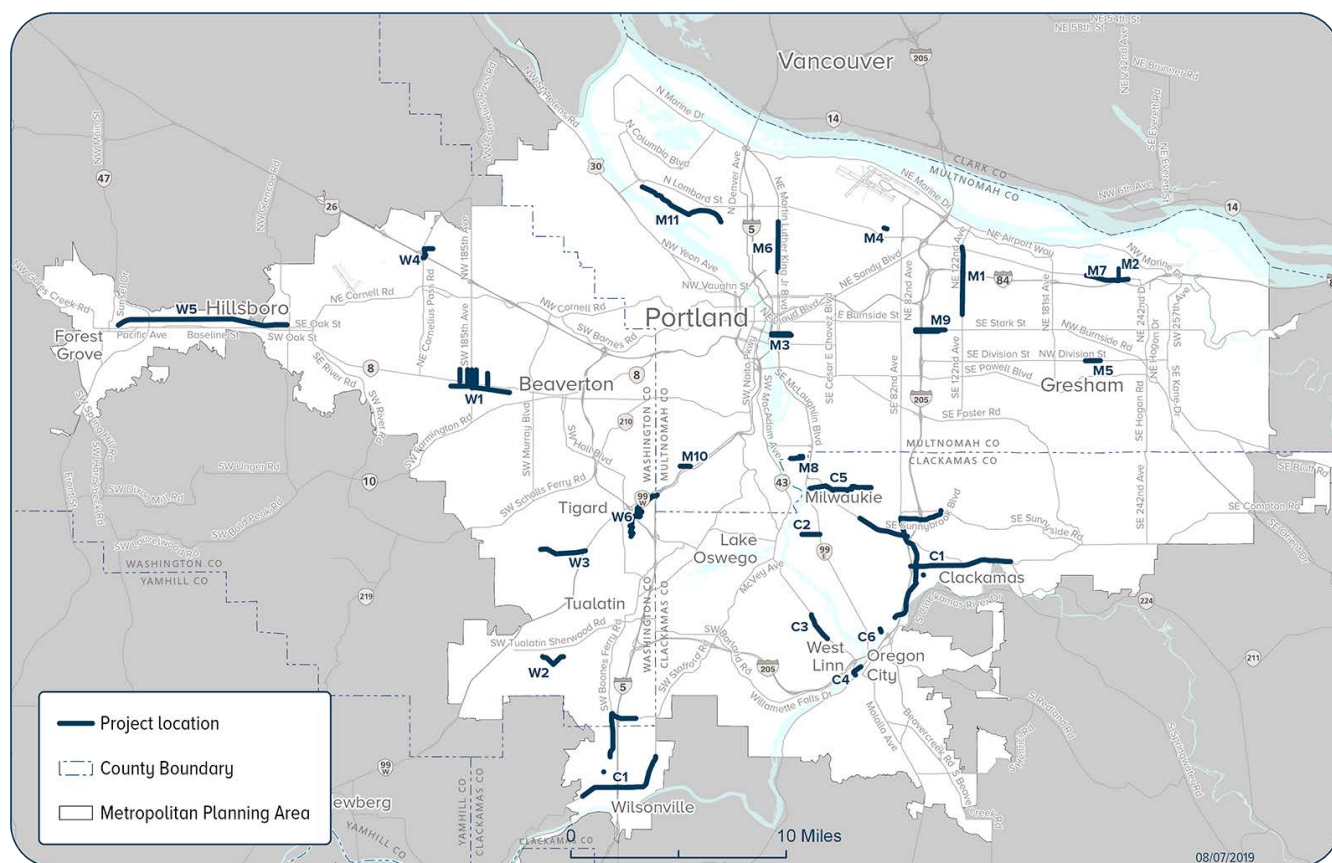
How would you rank these factors for deciding which projects should be prioritized for funding?

	<input type="text"/>	How well the projects advance social equity (serve and benefit communities of color or people with low income)
	<input type="text"/>	How well the projects improve transportation safety (reduce crashes, including those impacting people biking and walking)
	<input type="text"/>	How well the project implements the region's Climate Smart Strategy (reduce emissions from car and small truck trips)
	<input type="text"/>	How well the projects manage congestion (improve traffic flow and reliability)

Comment:

Map: Proposed projects

The map below shows the location of these proposed projects, followed by the list of projects separated by county location. **Check which projects you want to review and offer feedback, or skip these to finish this survey.**



Clackamas County

- | | | |
|--|---|---|
| <input type="checkbox"/> C1: Clackamas Industrial Area freight ITS | <input type="checkbox"/> C3: Highway 43 biking and walking | <input type="checkbox"/> C5: Monroe Greenway |
| <input type="checkbox"/> C2: Courtney Avenue biking and walking | <input type="checkbox"/> C4: Highway 99E biking and walking | <input type="checkbox"/> C6: Trolley Trail Bridge replacement |

Multnomah County

- | | | |
|--|---|--|
| <input type="checkbox"/> M1: 122nd Avenue active transportation | <input type="checkbox"/> M5: Division Street biking and walking | <input type="checkbox"/> M9: Stark/Washington biking and walking |
| <input type="checkbox"/> M2: 223rd Avenue biking and walking | <input type="checkbox"/> M6: MLK Boulevard safety and access to transit | <input type="checkbox"/> M10: Taylors Ferry Road transit access safety |
| <input type="checkbox"/> M3: Belmont/Morrison biking and walking | <input type="checkbox"/> M7: Sandy Boulevard biking and walking | <input type="checkbox"/> M11: Willamette Boulevard active transportation |
| <input type="checkbox"/> M4: Columbia/Cully freight | <input type="checkbox"/> M8: Springwater Trail to 17th Avenue Trail | |

Washington County

- | | | |
|---|---|--|
| <input type="checkbox"/> W1: Aloha safe access to transit | <input type="checkbox"/> W3: Bull Mountain Road biking and walking | <input type="checkbox"/> W5: Council Creek Trail biking and walking |
| <input type="checkbox"/> W2: Blake Street design | <input type="checkbox"/> W4: Cornelius Pass biking and walking bridge | <input type="checkbox"/> W6: Red Rock Creek Trail biking and walking |





Should part of \$43 million be spent near you to improve walking, biking and moving freight?

C2: Courtney Avenue biking and walking

Courtney Avenue: River Road to OR 99E (McLoughlin Blvd)

Sponsor: Clackamas County

Requested amount: \$5,079,992

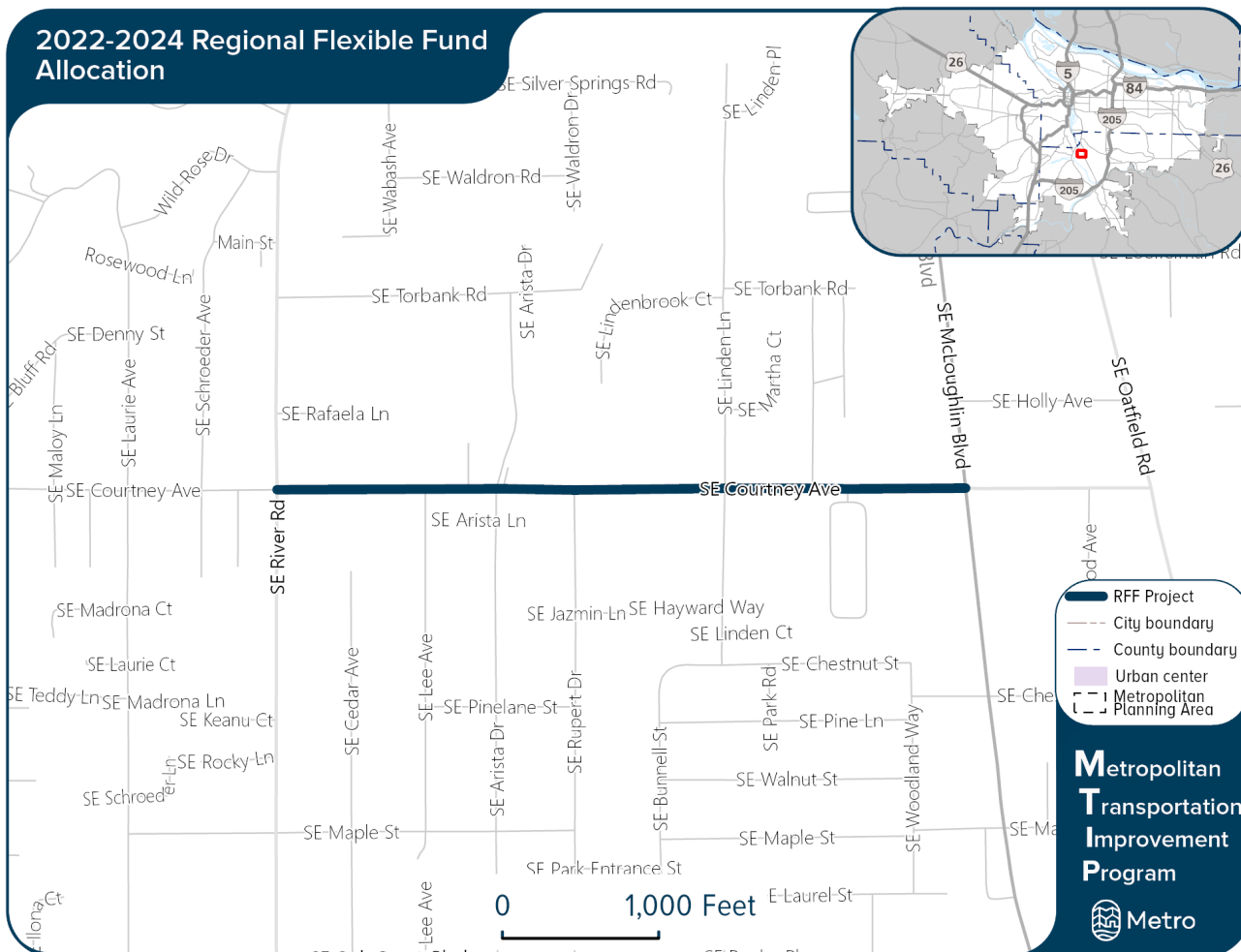
Total project cost: \$5,661,420

Purpose: Construction

Description: Provides separated sidewalks and 8-foot wide buffered bike lanes, intermittent rain gardens for stormwater management, and ADA compliant intersection curb ramps and crosswalk enhancements at two intersections. Provides direct walking and biking east-west connection to the Trolley Trail.

[Full application](#)

[Map: Courtney Avenue biking and walking](#)



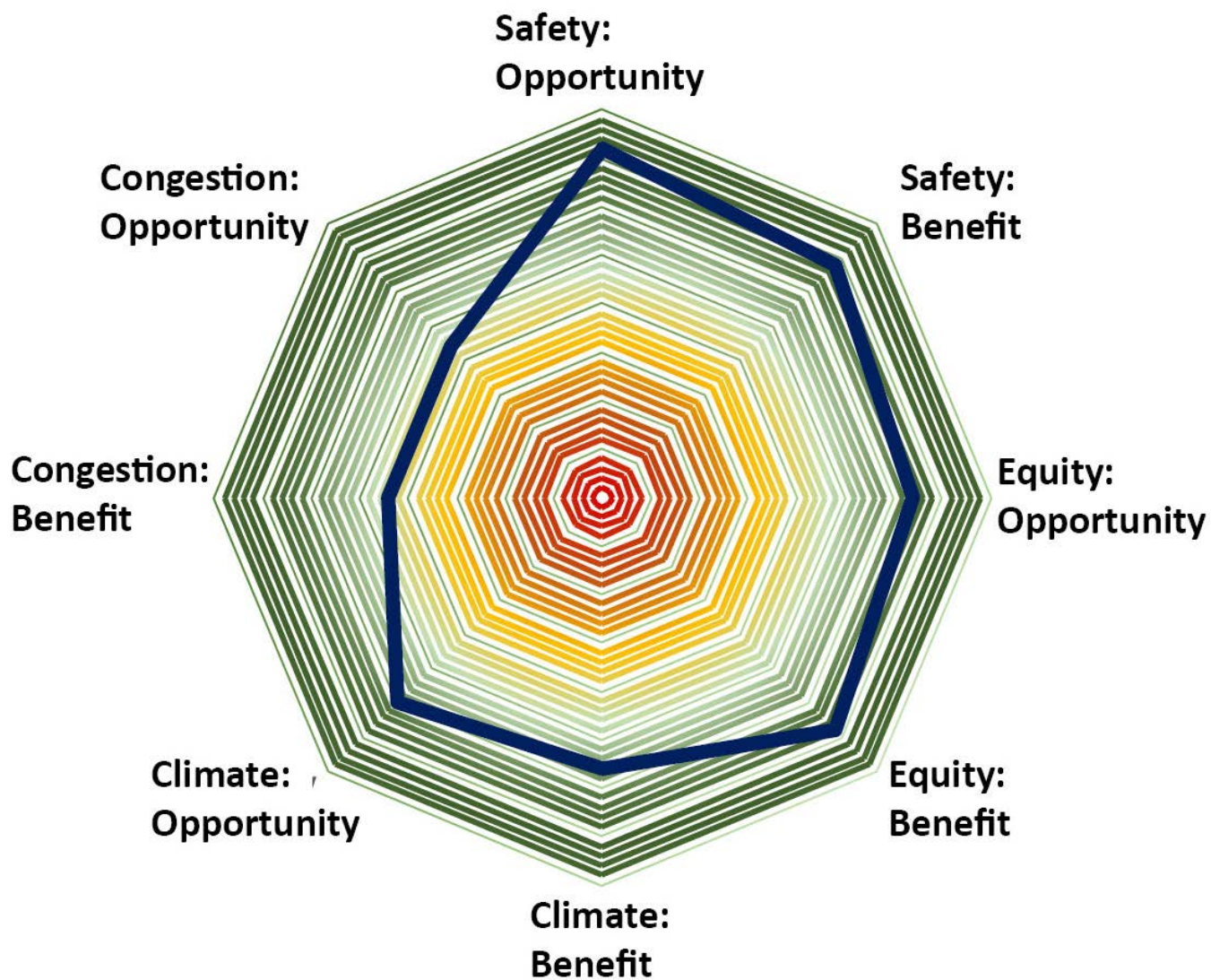
Evaluation

Each of the projects were evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the [2018 Regional Transportation Plan](#):

- advancing social equity
- improving safety
- implementing the region's [Climate Smart Strategy](#)
- managing congestion

The current conditions, design of the project and ongoing effect of the proposed investment were examined to score the opportunity and benefit within each of the policy areas.

Points further from the center of the chart show greater opportunity or benefit.



How supportive are you of this project, from 1 (no support) to 5 (very high support)?

1 (no support) 2 3 4 5 (very high support)

Comments, concerns or things to consider for this project:



Should part of \$43 million be spent near you to improve walking, biking and moving freight?

Final thoughts

Thank you for participating. Your answers will help decision-makers and staff set priorities to improve our transportation system.

Where would you like to see more money spent for in the transportation system in the next 10 years? (pick up to three)

- maintenance (keeping roads, bridges and transit facilities in good condition)
- more frequent and expanded bus service
- more frequent and expanded MAX service
- streets and highways (expanded roads and highways, new roads)
- walking and biking (new sidewalks, crosswalks and bike routes)
- smart technology (synchronized traffic signals, real-time traffic updates, bus priority at intersections)
- community design (better connected new jobs, housing, shops and services)
- incentives and information for using transit, walking and biking as options to driving alone
- parking management (time limits, neighborhood parking permits for residents, meters)
- alternative fuels/vehicles (cleaner fuels, charging stations)
- Other (please specify)

Additional comments about this issue or this survey:

Memo

Date: September 6, 2019
To: TPAC, JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Project Evaluation Process and Next Steps

Purpose

This memo provides detail on the upcoming steps in the 2022-2024 Regional Flexible Funds Allocation (RFFA) process.

Background

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The RFFA is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million¹, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

In April 2019, JPACT and Metro Council adopted the 2022-2024 RFFA policy direction² which affirmed continuing to use a two-step process for how the region is to invest these funds. Details for Step 1 investments, including the regional bonding commitment and funding levels for region-wide programs, can be found in the RFFA policy document.

Step 2 is the process to allocate funds to locally generated Community Investment projects. An estimated \$43 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

- **Active Transportation and Complete Streets** (~\$32.25 million): This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** (~\$10.75 million): This project focus area supports the development of the region's economy through investment in key freight projects or programs.

Eligible applicants for RFFA Step 2 project funding include:

- Clackamas County and its cities
- Multnomah County and its eastern cities
- Washington County and its cities

¹ Funding amount is contingent on information to be provided by ODOT and will be finalized prior to JPACT approval of a final investment package in December, 2019

² https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24_RFFA_Policy_final_adopted_version.pdf

- City of Portland
- Oregon DEQ
- TriMet
- ODOT
- Port of Portland
- Parks and Recreation Districts

In order to be eligible to receive RFFA funding, projects must be located within the region's Metropolitan Planning Organization (MPO) boundary.

Metro issued a call for project proposals on April 5, 2019. The deadline for submission was June 21. A total of 23 project proposals were submitted.

The projects were evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the 2018 Regional Transportation Plan (RTP). The four policy areas are:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

These policy priorities emerged through development of the 2018 RTP, and were affirmed by JPACT and Metro Council to be used to evaluate and select projects through the 2022-2024 RFFA.

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities
2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery
3. Public comment – a 30 public comment period is scheduled for September 6 to October 7. Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.
4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January 2020.

Evaluating the project proposals

The 2022-24 RFFA cycle uses a new evaluation process. Instead of creating an overall numerical score for each project, the new methodology illustrates the relative policy outcomes of the projects.

A team of transportation professionals from regional agencies not submitting project applications evaluated the projects. Team members were:

- Glen Bolen – ODOT
- Hau Hagedorn – TREC
- Dan Kaempff - Metro

- Lake McTighe – Metro
- Jeff Owen – TriMet

In each of the four policy areas, project outcomes were considered in two different ways:

1. the project's **Opportunity** to make improvements in the policy area, looking at the level of need with regard to the four policy areas;
2. the public **Benefit** of making those improvements, evaluating how well the project addressed the need

This resulted in eight different policy outcomes to be evaluated for each project. Each of these outcomes was scored on a scale of -1 to +3, as shown in the legend below in Figure 1. The legend provided guidance to the evaluation team on how to evaluate the resultant degree of improvement made the projects in each of the eight policy areas. The descriptions were meant to provide guidance for what is meant by a “significant” vs. “substantial” (etc.) improvement.

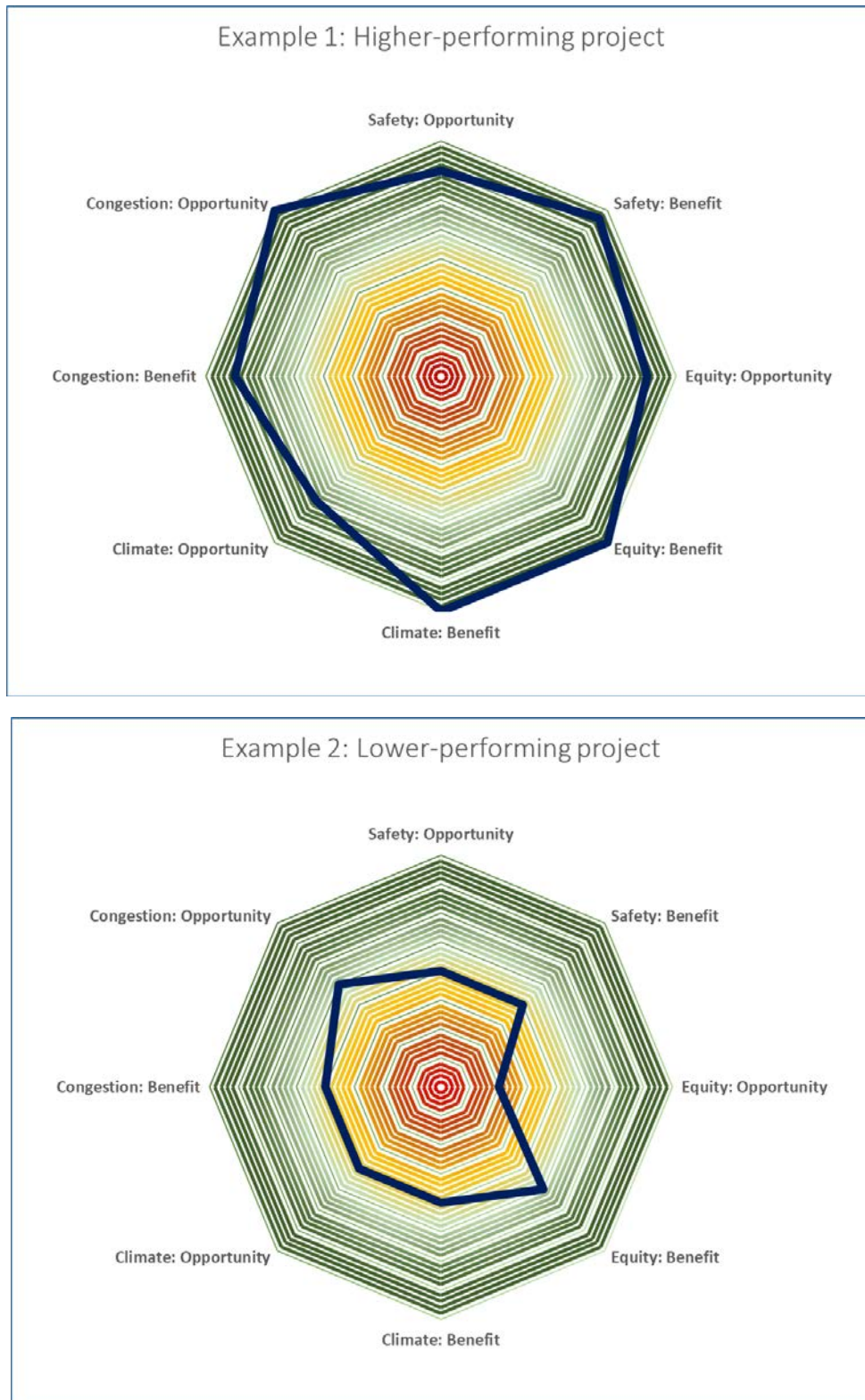
Figure 1. – RFFA Scoring Definitions

Significant improvement	Makes a transformative change; improves multiple modes; creates new connections; eliminates a major safety issue; positive impacts on large # of people in EFA; solves major freight access issue (both volume of freight and congestion issue)	3
Substantial improvement	Upgrades existing conditions in a number of ways; improves safety in a high crash area but may not implement highest level of countermeasures possible; improves existing connections; positive impacts on medium # of people in EFA; makes improvements in a moderate freight volume location	2
Partial improvement	Makes improvements in an area that does not have a large number of severe or fatal crashes; does not include many or significant countermeasures (meets minimum standards); does not address needs of many people in EFA; benefits to freight are minimal	1
Does not improve	Project area does not have significant safety issue; does not serve EFA; does not improve connections or access to community places/jobs/transit/etc.; does not improve freight mobility	0
Worsens conditions	Creates more vehicle traffic; exposes more people on bicycles or feet to risk; slows down freight mobility; increases negative impacts on people in an EFA; worsens environmental outcomes	-1

How to read project outcome charts

The eight policy outcomes for each project were plotted on a “radar” type of chart. Figure 2 gives examples of charts representing higher and lower performing projects. Higher performance is illustrated with the line closer to the outer edge of the radar screen, while lower performance is illustrated by the line being closer to the center of the screen.

Figure 2. – Project Evaluation Chart Examples



All of the project charts are included as an attachment to this memo. More detail on the project evaluation can be found at www.oregonmetro.gov/rffa. As can be seen by comparing the individual charts, many of the projects have higher outcomes in certain policy areas and lower outcomes in

others. Information is presented in this manner to provide decision-makers with a means of comparing the individual projects' relative merits in order to create a final package of approved projects that best fulfill the RFFA and RTP policy objectives.

Risk Assessment

The project application included a series of questions intended to gather information on the project's relative stage of preparedness and to identify any risks to the project being delivered as designed, on time and within budget. This information is being reviewed by Kittelson & Associates, who is in the process of preparing a risk assessment report. The report will provide additional context to the policy evaluation outcomes to identify any potential risk that a project may need to change or reduce scope, and therefore change the benefits identified in its performance evaluation rating.

The risk assessment report may also be used in creating recommendations to adjust scope, schedule and/or budget of project proposal to address risks. These adjustments may be identified and addressed:

- a. prior to funding allocation approval by JPACT and Metro Council, and/or incorporated as a condition of approval of project funding,
- b. prior to approval of programming project funding in the TIP, or
- c. during development of the inter-governmental agreement in preparation to issue Notice to Proceed with the project.

Metro and Kittelson have completed an initial assessment of the projects and are preparing questions to send back to the applicants for further information or clarification. Responses to these questions will be used in developing a final risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.

Public Comment

A 30-day public comment period begins September 6, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned in September to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process. The public comment website can be found at www.oregonmetro.gov/rffa.

Priority identification

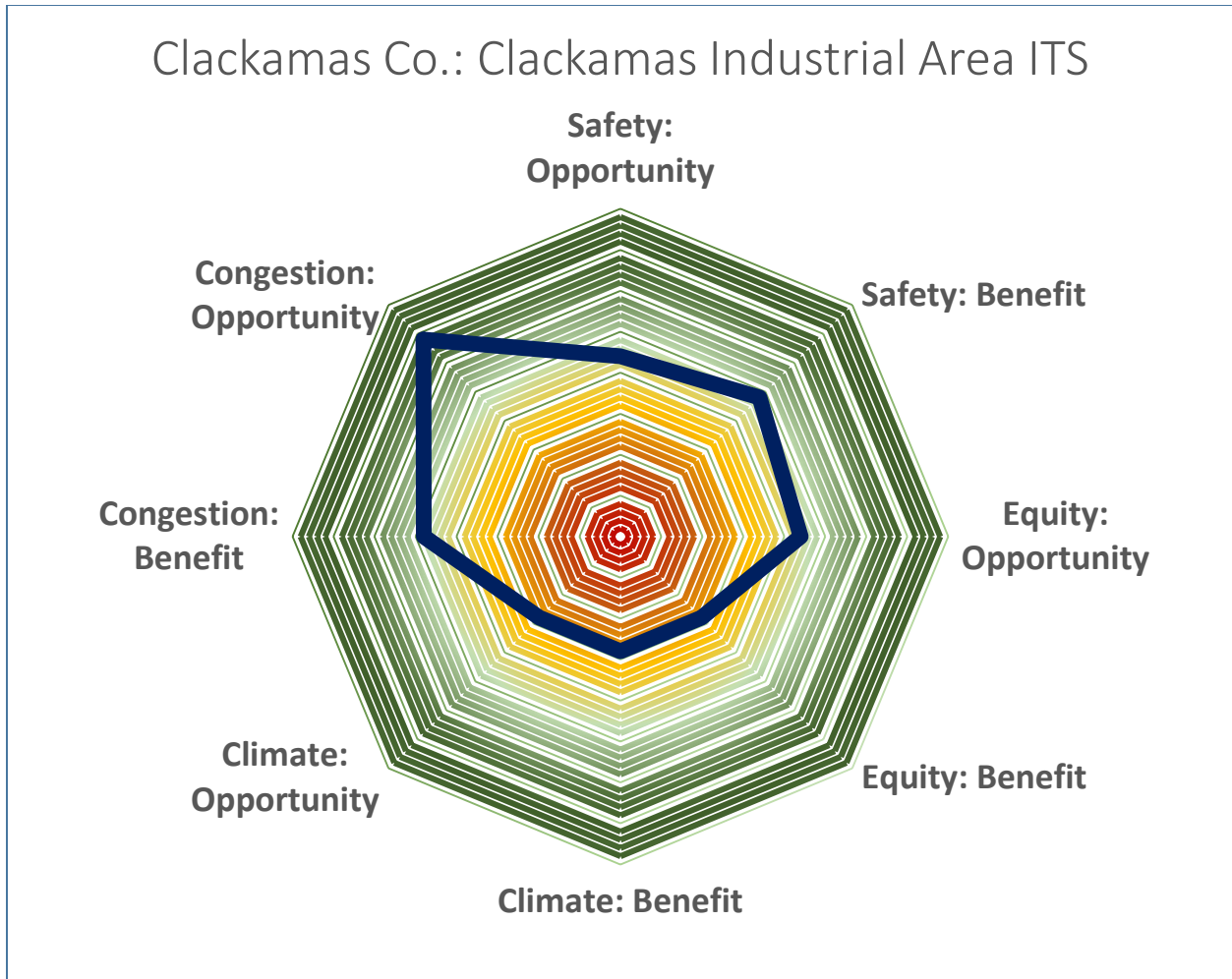
Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations should be provided to TPAC and JPACT for the JPACT meeting on November 21, 2019.

2022-2024 RFFA Project Selection Timeline

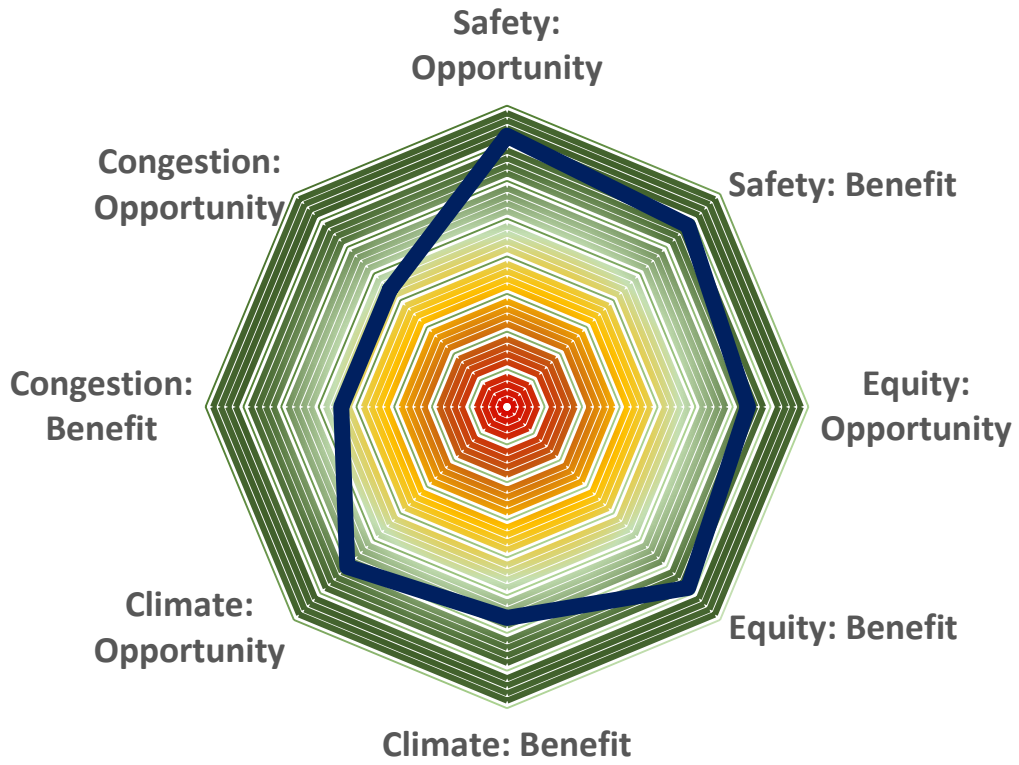
Technical analysis & public input	Project evaluation & risk assessment	June- August
	Public comment period	Sept. 6 – Oct. 7
	Council public hearing (with JPACT members invited)	September 26
Identifying county coordinating committee priorities	Report and discussion with TPAC/JPACT on evaluation, risk assessment, draft public comment report	TPAC: October 4 JPACT: October 17
	Final public comment report	October
	Coordinating committee discussion, identification of priorities	October, November
Developing and adopting the final approved 22-24 RFFA investment package	TPAC, JPACT discussion	TPAC: November 1 JPACT: November 21
	TPAC recommendation	December 6
	JPACT direction to Council on investment package	December 19
	Council action to adopt investment package	January 2020

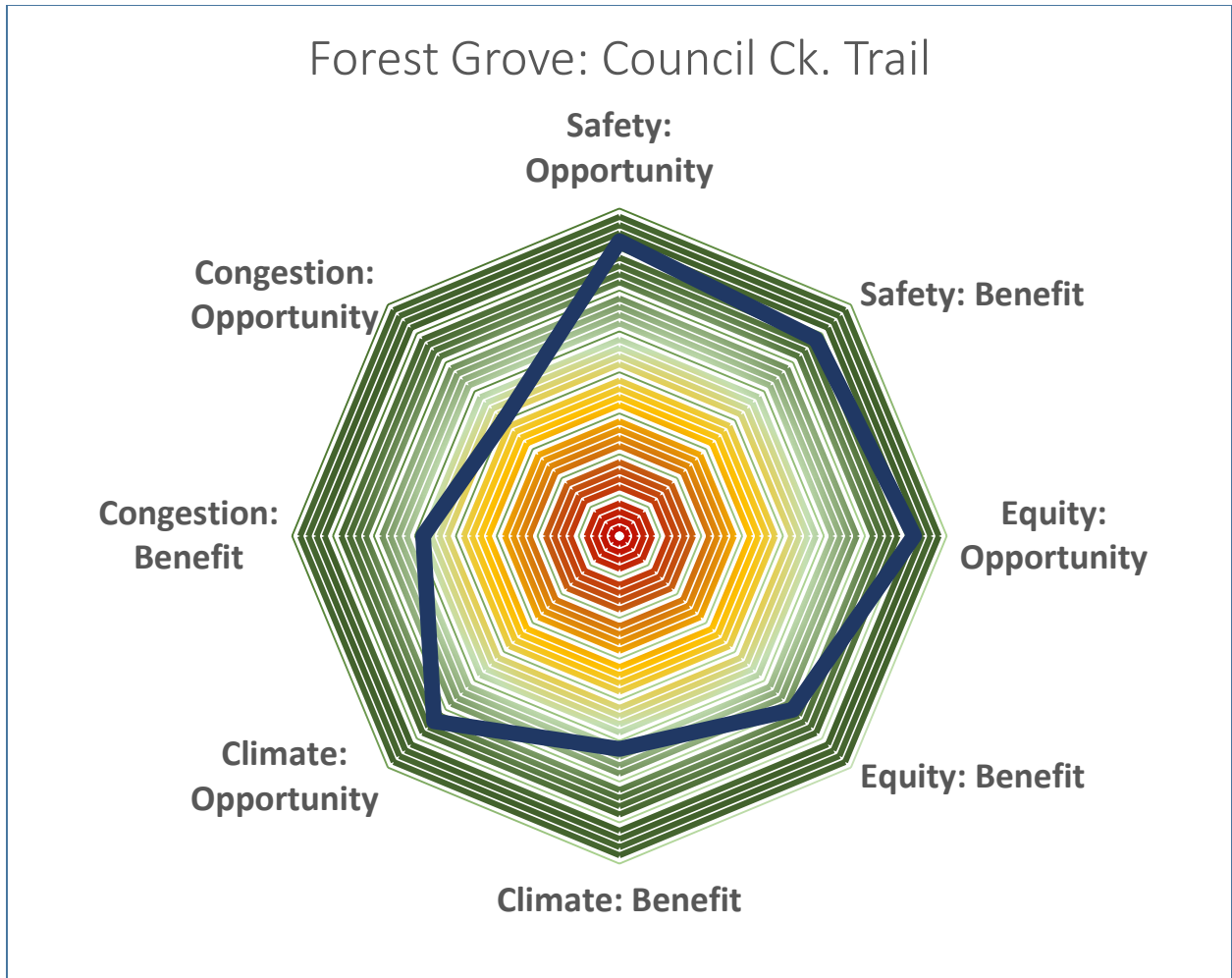
Step 2 RFFA project applications received

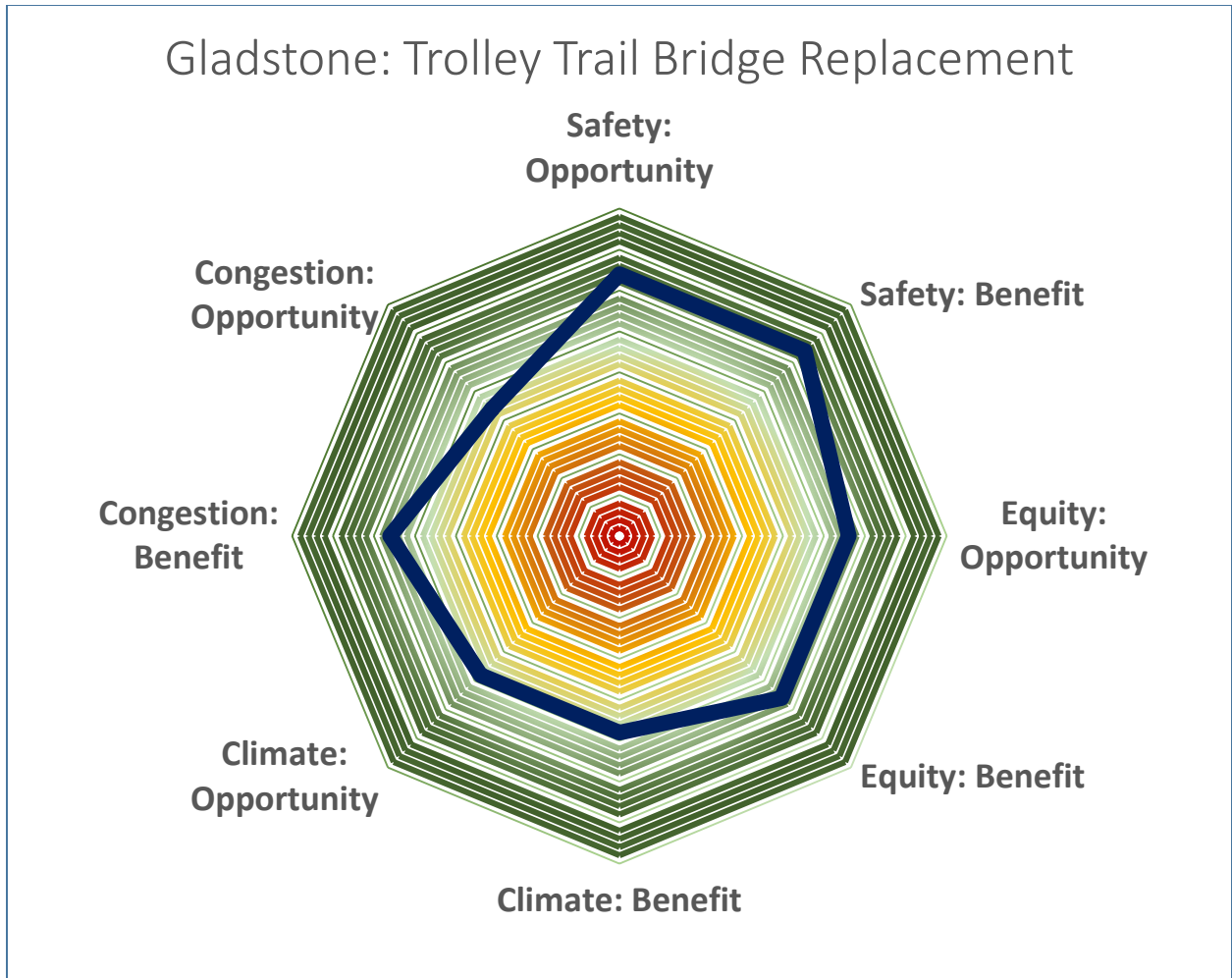
	<u>County</u>	<u>Applicant</u>	<u>Project name</u>	<u>RFFA request</u>	<u>Total project</u>	<u>Purpose</u>
Active Transportation & Complete Streets						
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$ 5,079,992	\$ 5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$ 1,228,800	\$ 1,375,800	Project Dev.
3	CL	Milwaukie	Monroe Greenway	\$ 3,860,788	\$ 10,182,688	Construction
4	CL	Oregon City	Hwy 99E Bike/Ped Improvements	\$ 673,000	\$ 753,000	Project Dev.
5	CL	West Linn	Hwy 43	\$ 6,468,000	\$ 9,240,000	Construction
6	PDX	Portland	Willamette Blvd AT Corridor	\$ 4,456,000	\$ 6,106,000	PD, Cons
7	PDX	Portland	MLK Blvd Safety & Access to Transit	\$ 4,123,000	\$ 4,723,000	PD, Cons
8	PDX	Portland	Central City in Motion: Belmont-Morrison	\$ 4,523,400	\$ 6,462,000	PD, Cons
9	PDX	Portland	Stark/Washington Corridor Improvements	\$ 5,332,000	\$ 6,532,000	PD, Cons
10	PDX	Portland	122nd Ave Corridor Improvements	\$ 4,543,700	\$ 6,491,000	PD, Cons
11	PDX	Portland	Springwater to 17th Trail	\$ 5,534,000	\$ 6,534,000	PD, Cons
12	PDX	Portland	Taylor's Ferry Transit Access & Safety	\$ 3,676,000	\$ 4,276,000	PD, Cons
13	MU	Gresham	Division St Complete Street	\$ 5,240,760	\$ 6,840,760	PD, Cons
14	WA	Forest Grove	Council Creek Trail	\$ 1,345,950	\$ 1,500,000	Project Dev.
15	WA	Tigard	Red Rock Creek Trail	\$ 314,055	\$ 350,000	Project Dev.
16	WA	Tigard	Bull Mountain Rd Complete St	\$ 4,486,500	\$ 5,000,000	Construction
17	WA	Washington Co	Aloha Safe Access to Transit	\$ 5,193,684	\$ 5,788,125	Construction
18	WA	Washington Co	Cornelius Pass Bike/Ped Bridge (US 26)	\$ 628,110	\$ 700,000	Project Dev.
Freight Mobility & Economic Development						
19	CL	Clackamas Co	Clackamas Industrial Area ITS	\$ 1,768,040	\$ 1,970,400	Construction
20	PDX	Portland	Cully/Columbia Freight Improvements	\$ 3,434,193	\$ 5,084,193	PD, Cons
21	WA	Sherwood	Blake St Design	\$ 785,137	\$ 875,000	Project Dev.
For consideration in both categories						
22	MU	Multnomah Co	Sandy Blvd: Gresham to 230th	\$ 1,275,985	\$ 1,422,025	Project Dev.
23	MU	Multnomah Co	223rd & Sandy to RR Undercrossing	\$ 3,862,190	\$ 4,304,234	PD, Cons
			Total RFFA requests:	\$ 77,833,284		
			Estimated Step 2 funding:	\$ 43,278,025		
			(difference):	\$ (34,555,259)		

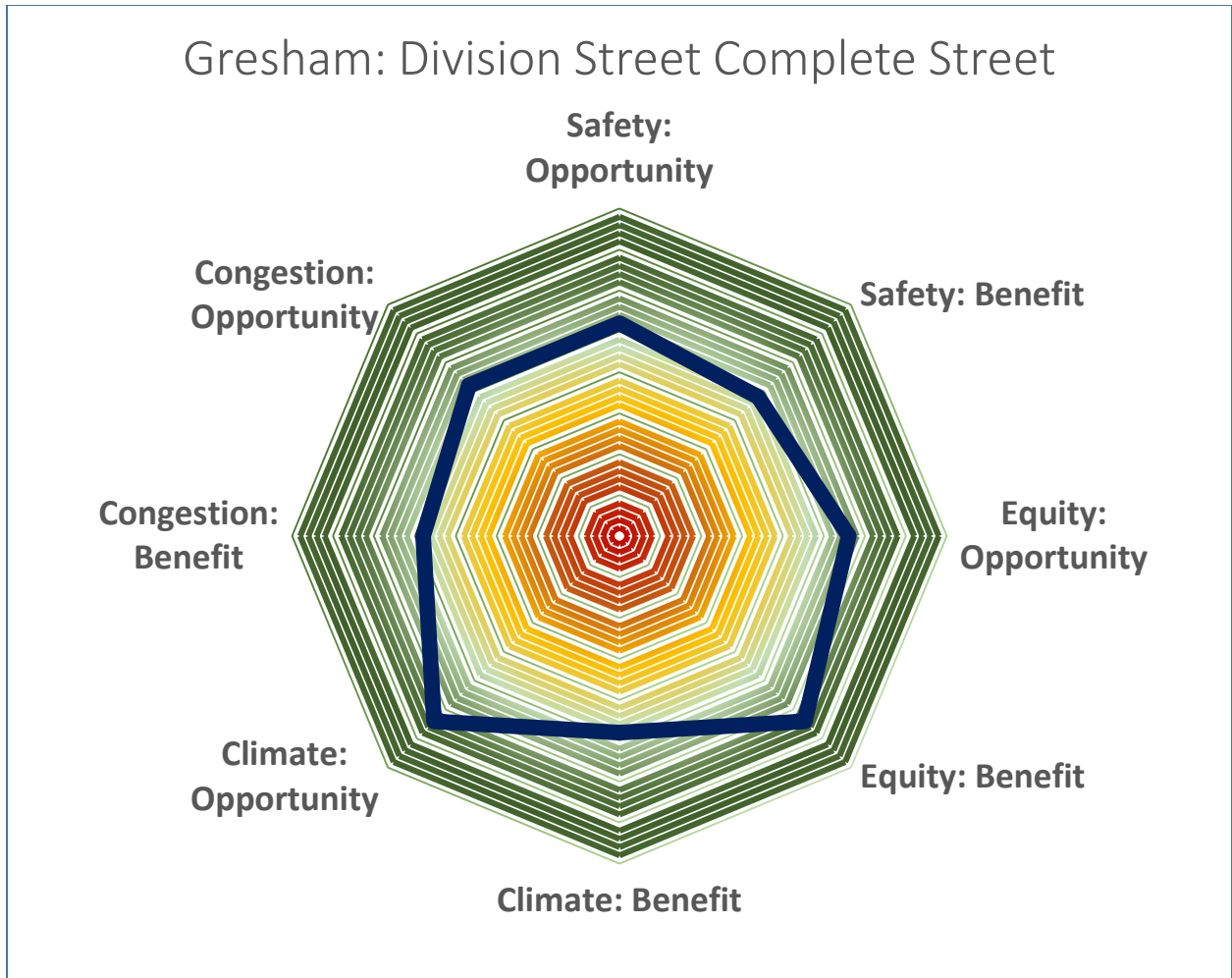


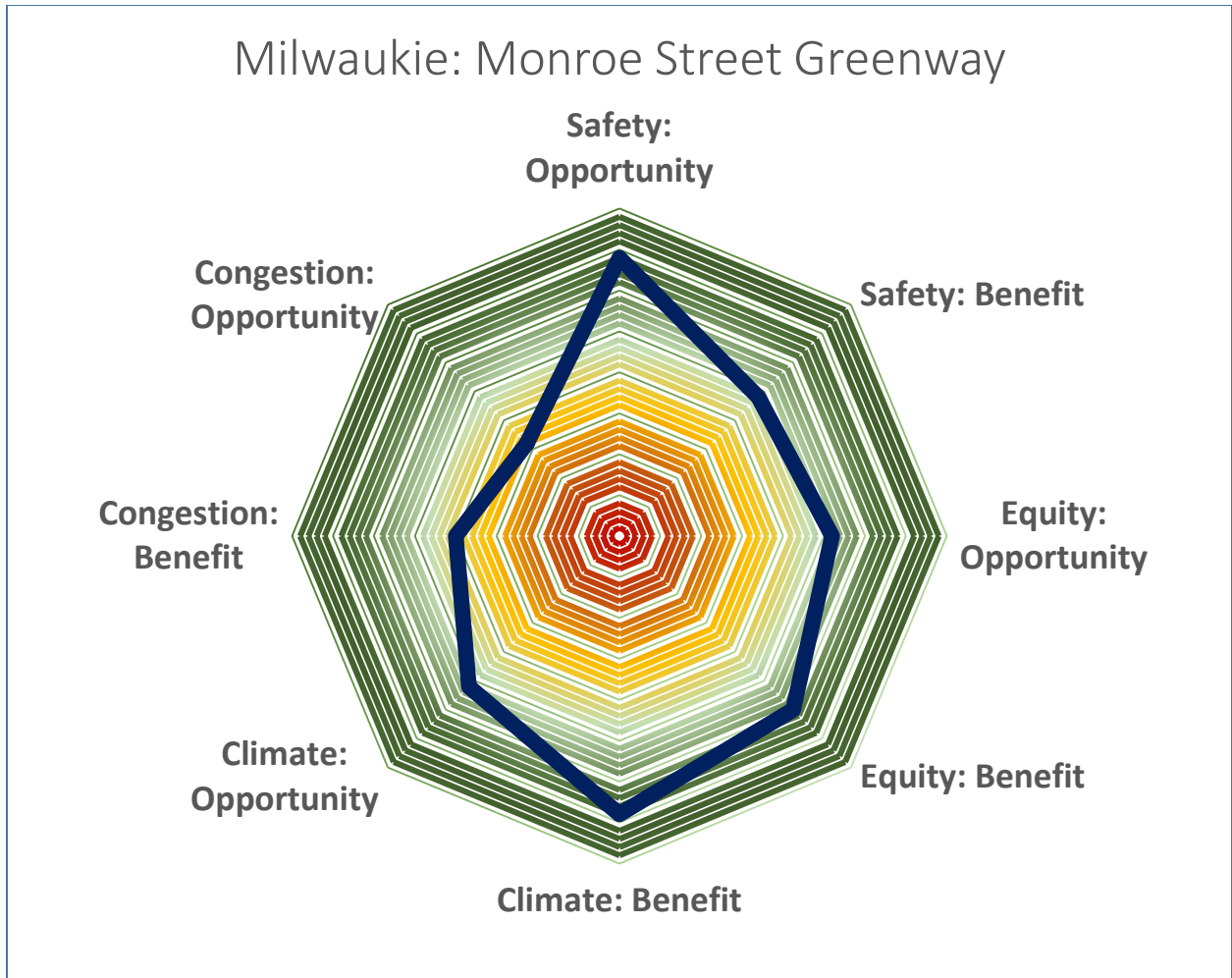
Clackamas Co: Courtney Ave. Bike/Ped Improvements



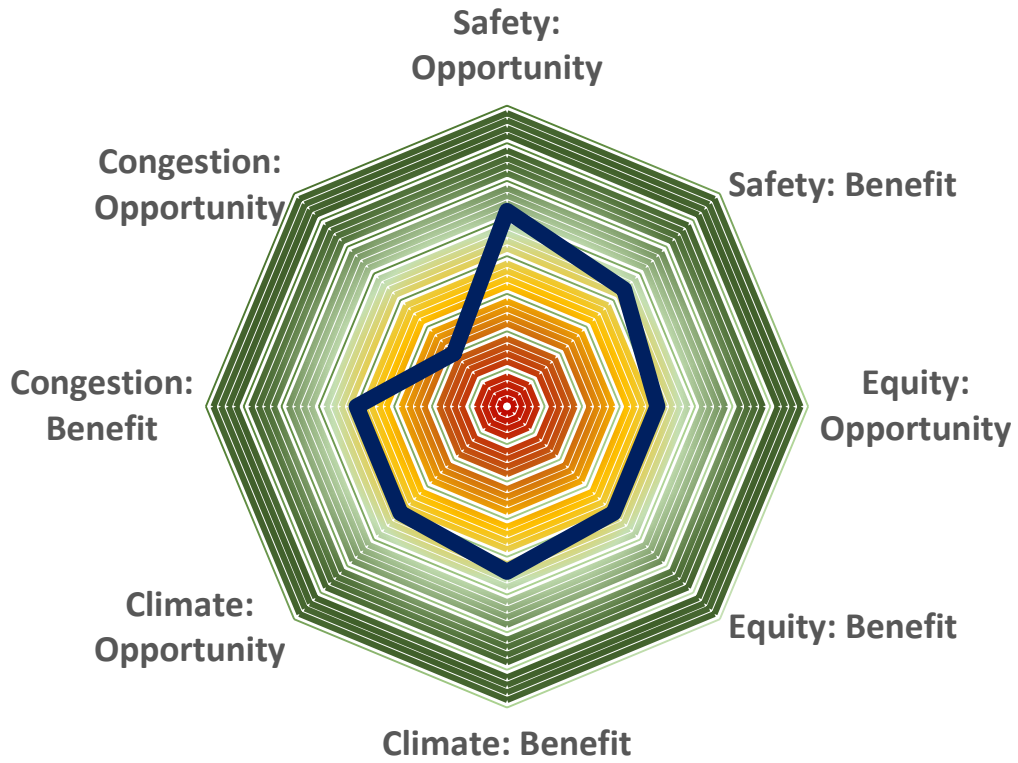




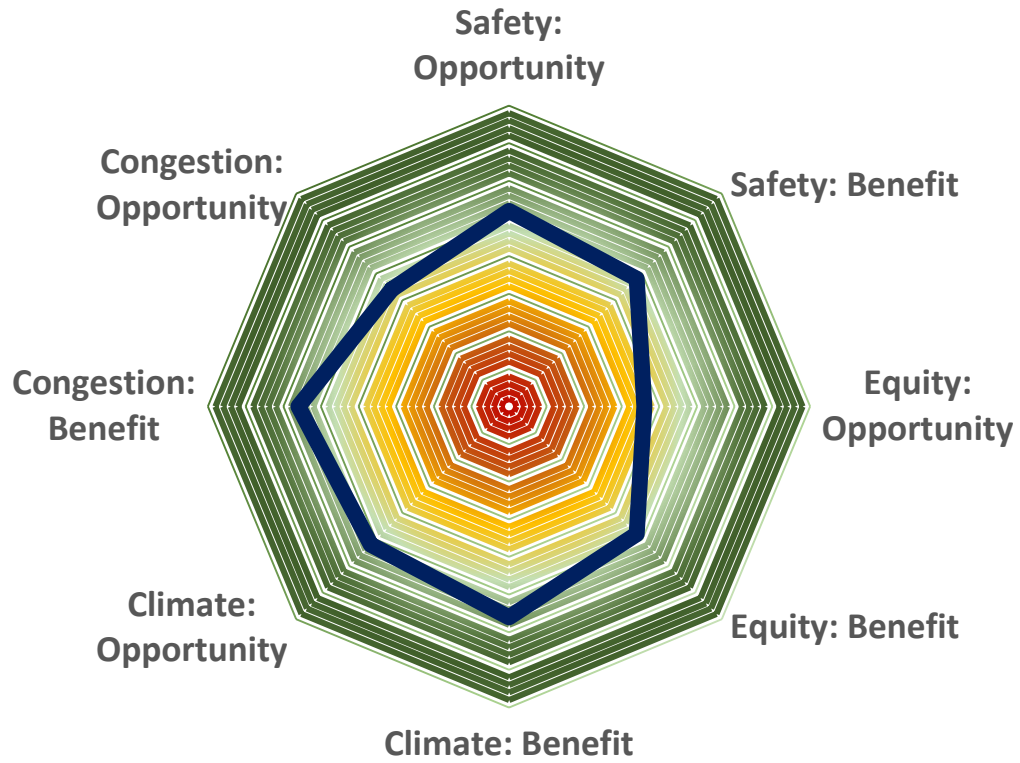


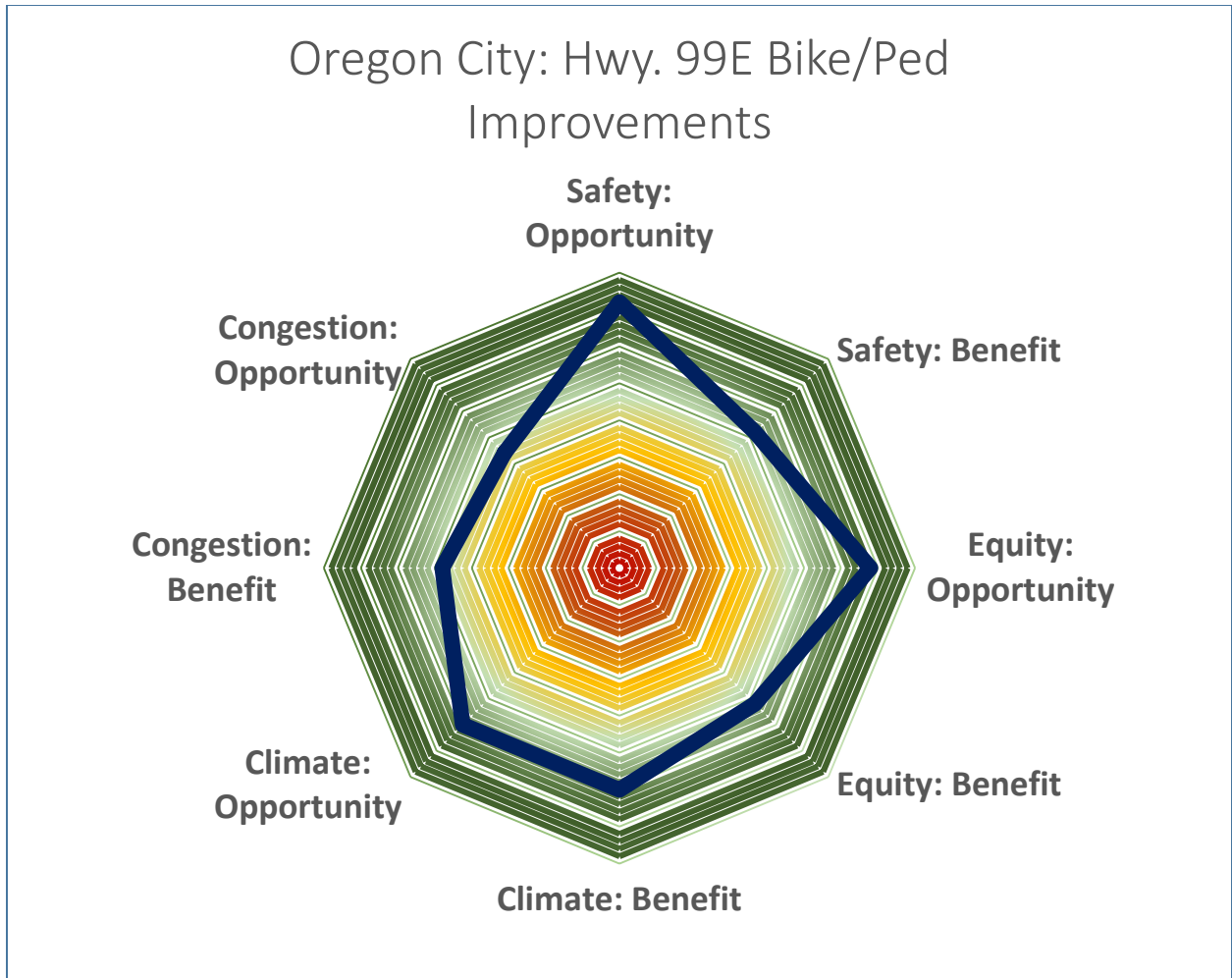


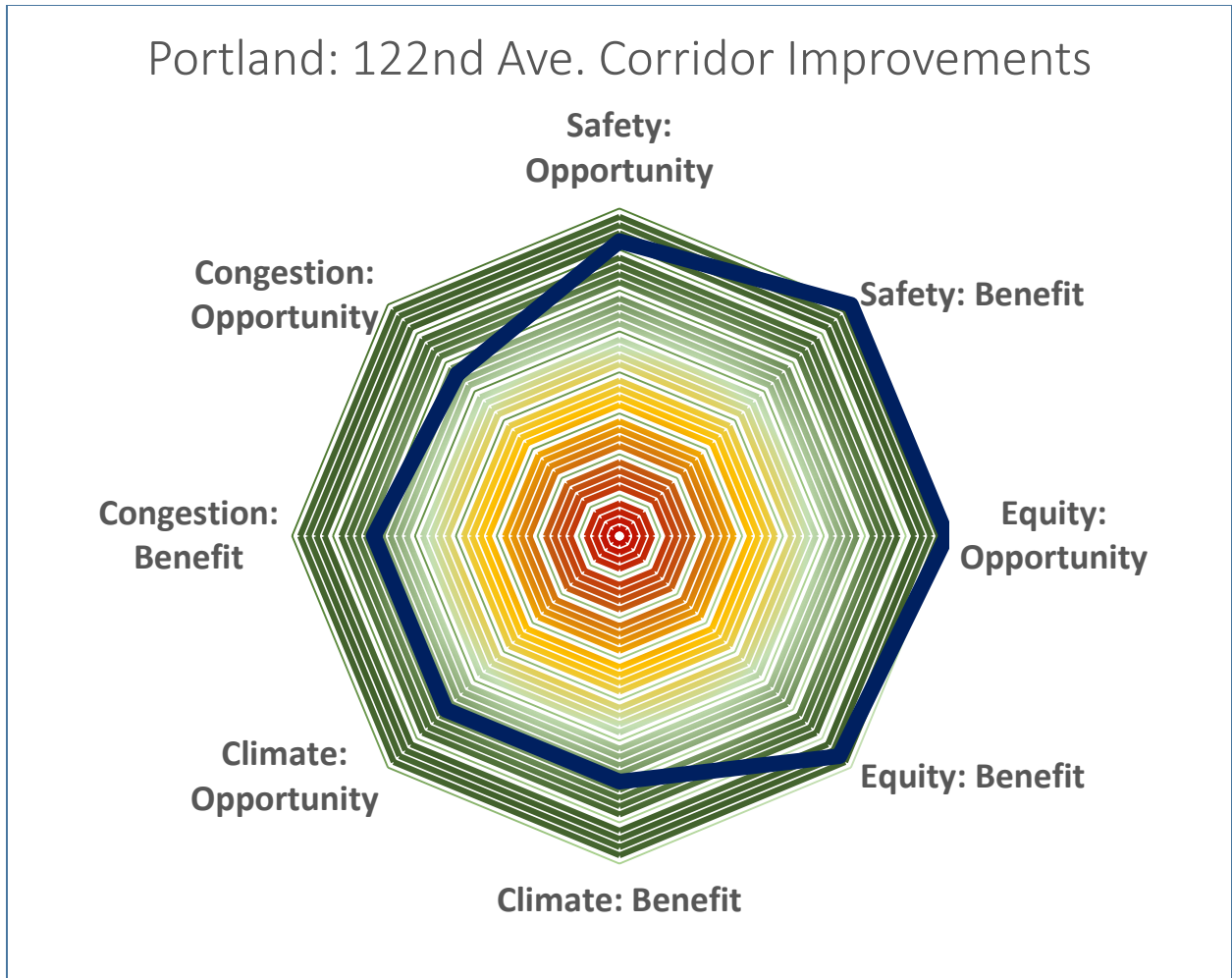
Multnomah Co.: 223rd Ave - Sandy Blvd. to RR underpass

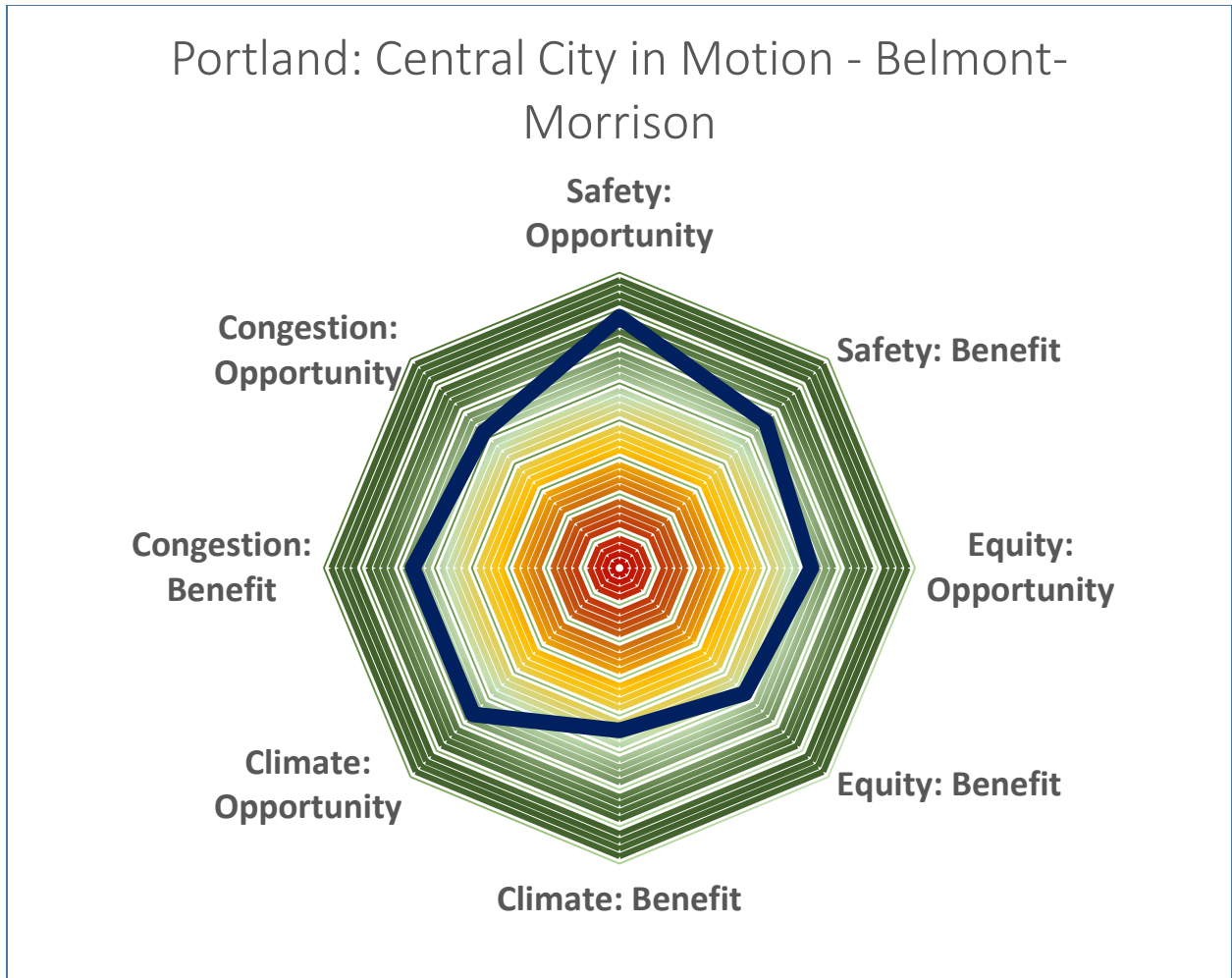


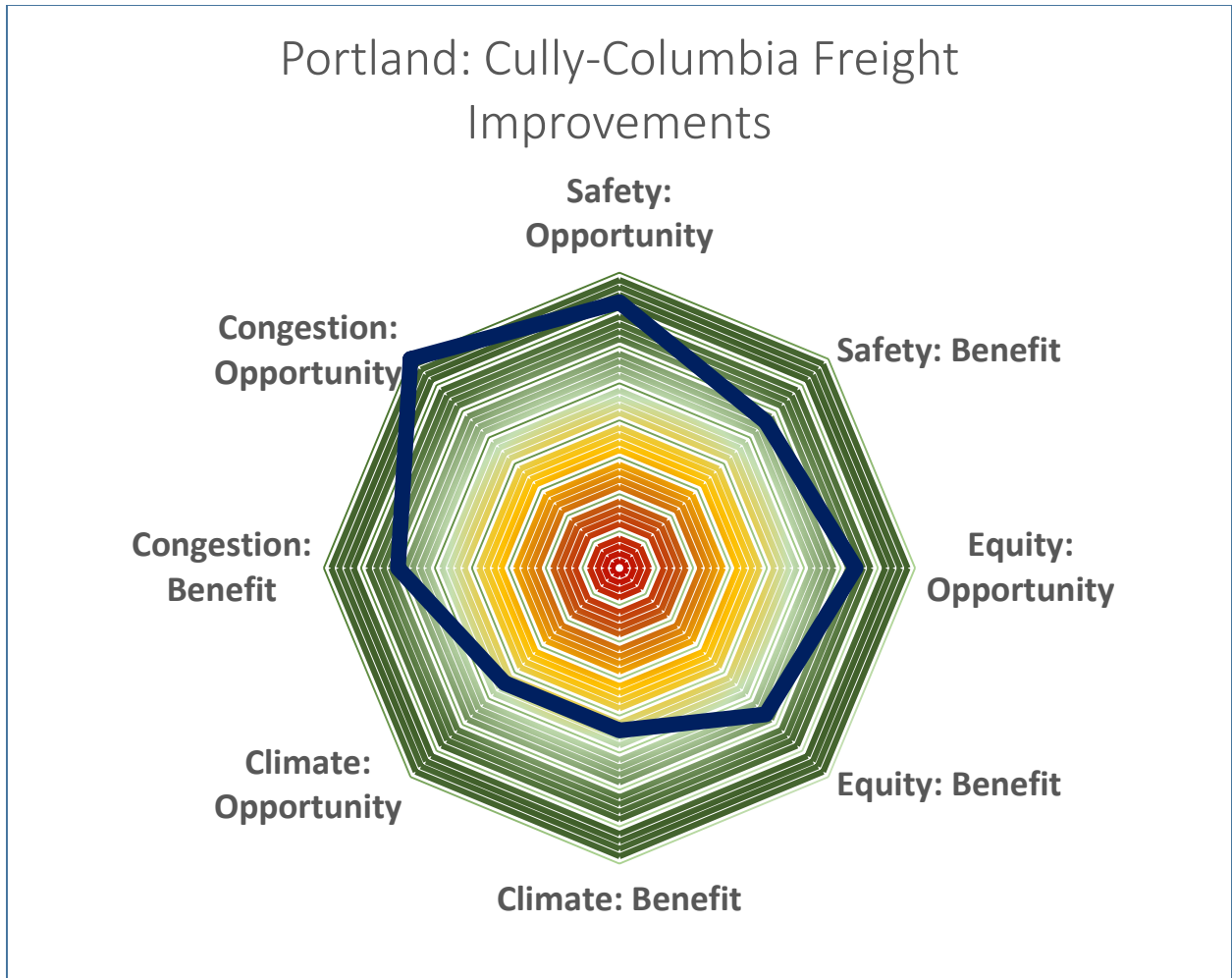
Multnomah Co.: Sandy Blvd. - Gresham to 230th Ave

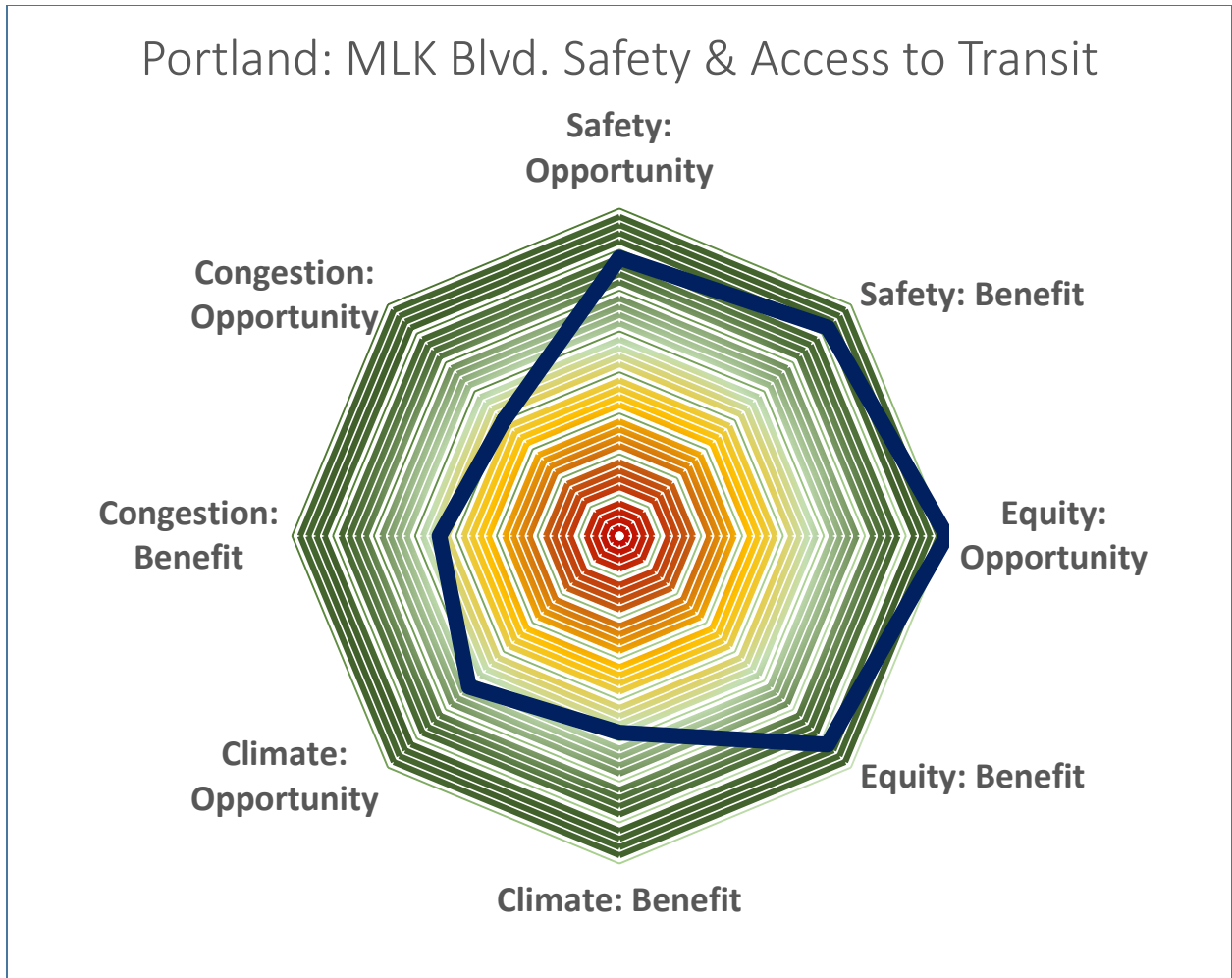


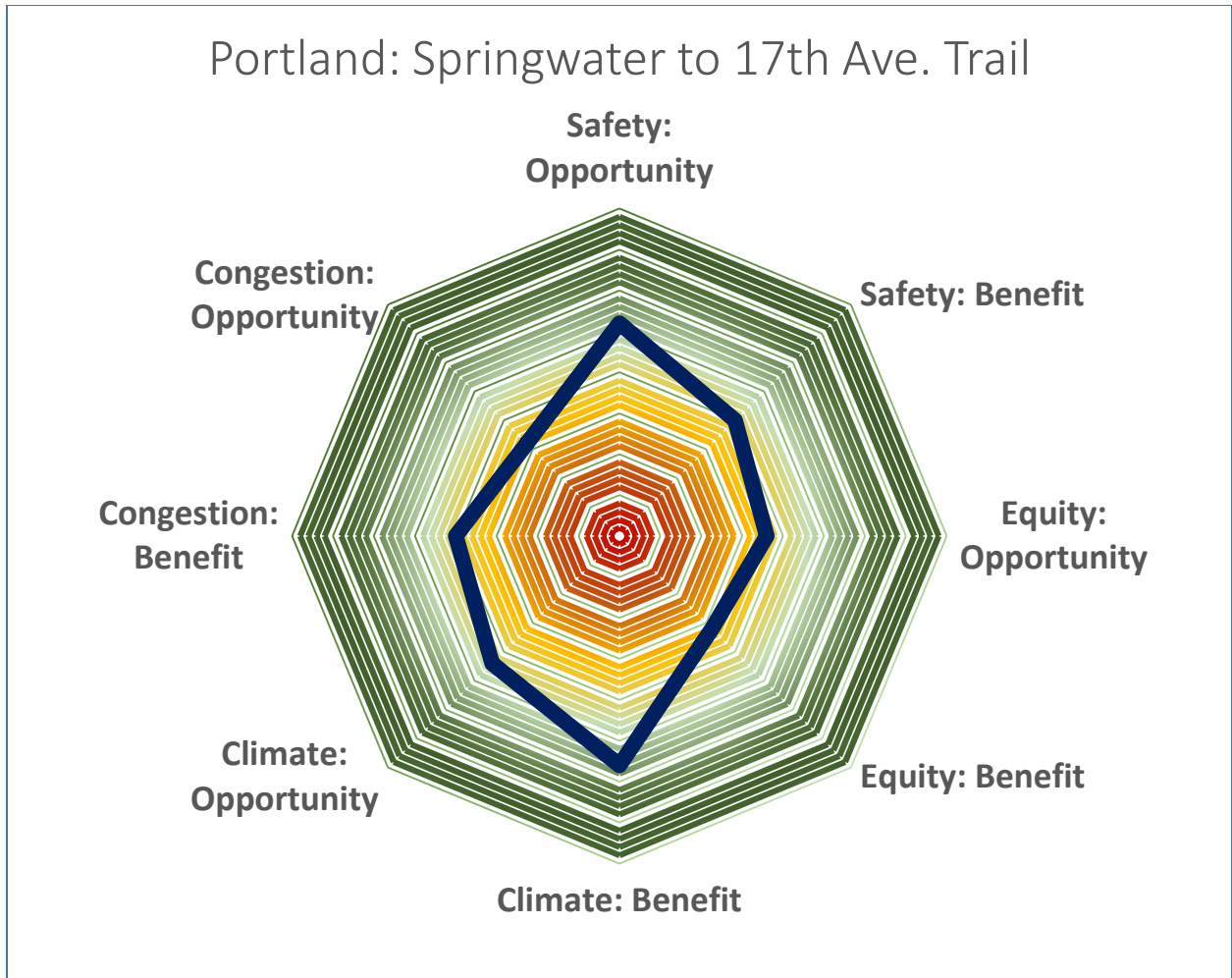


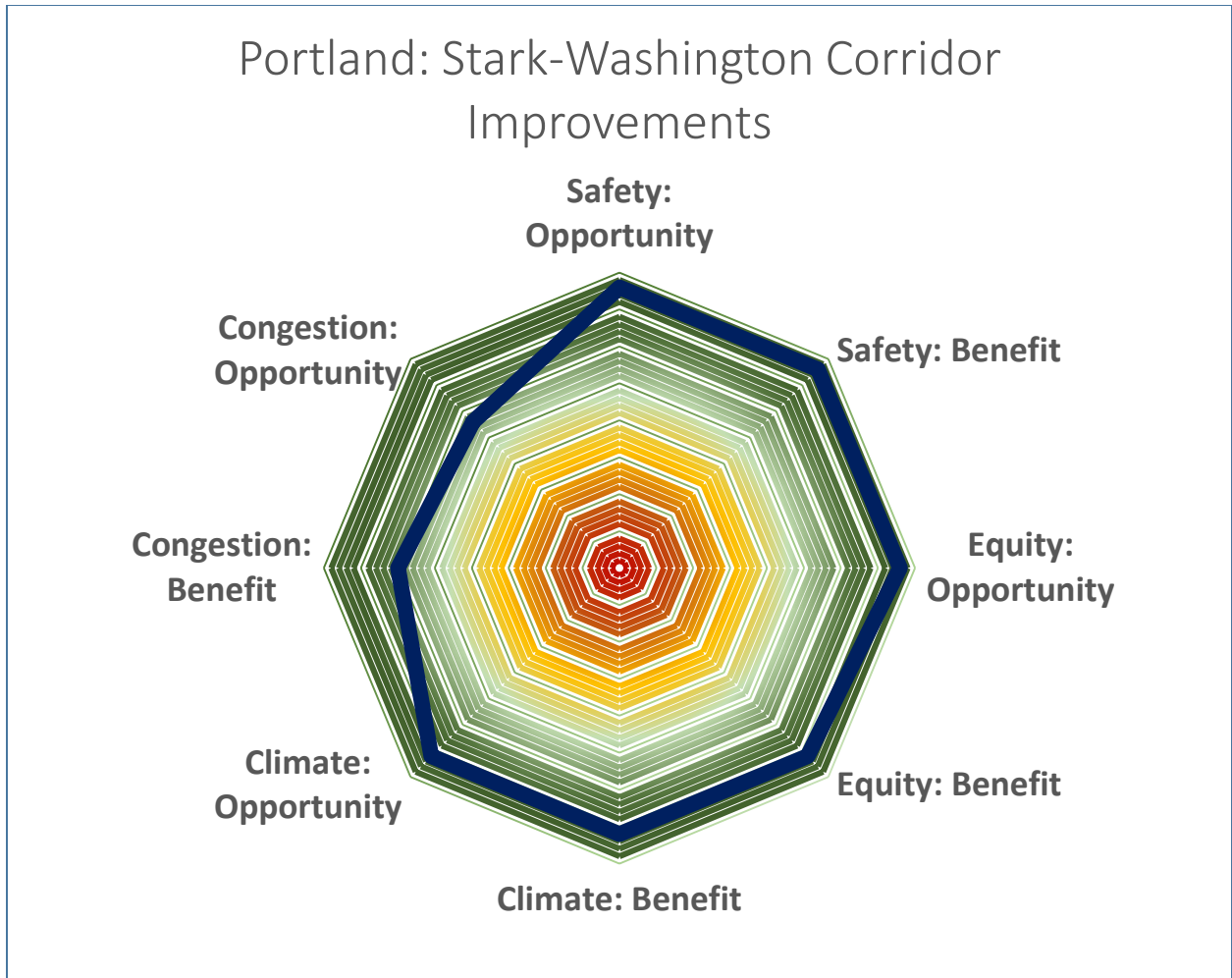


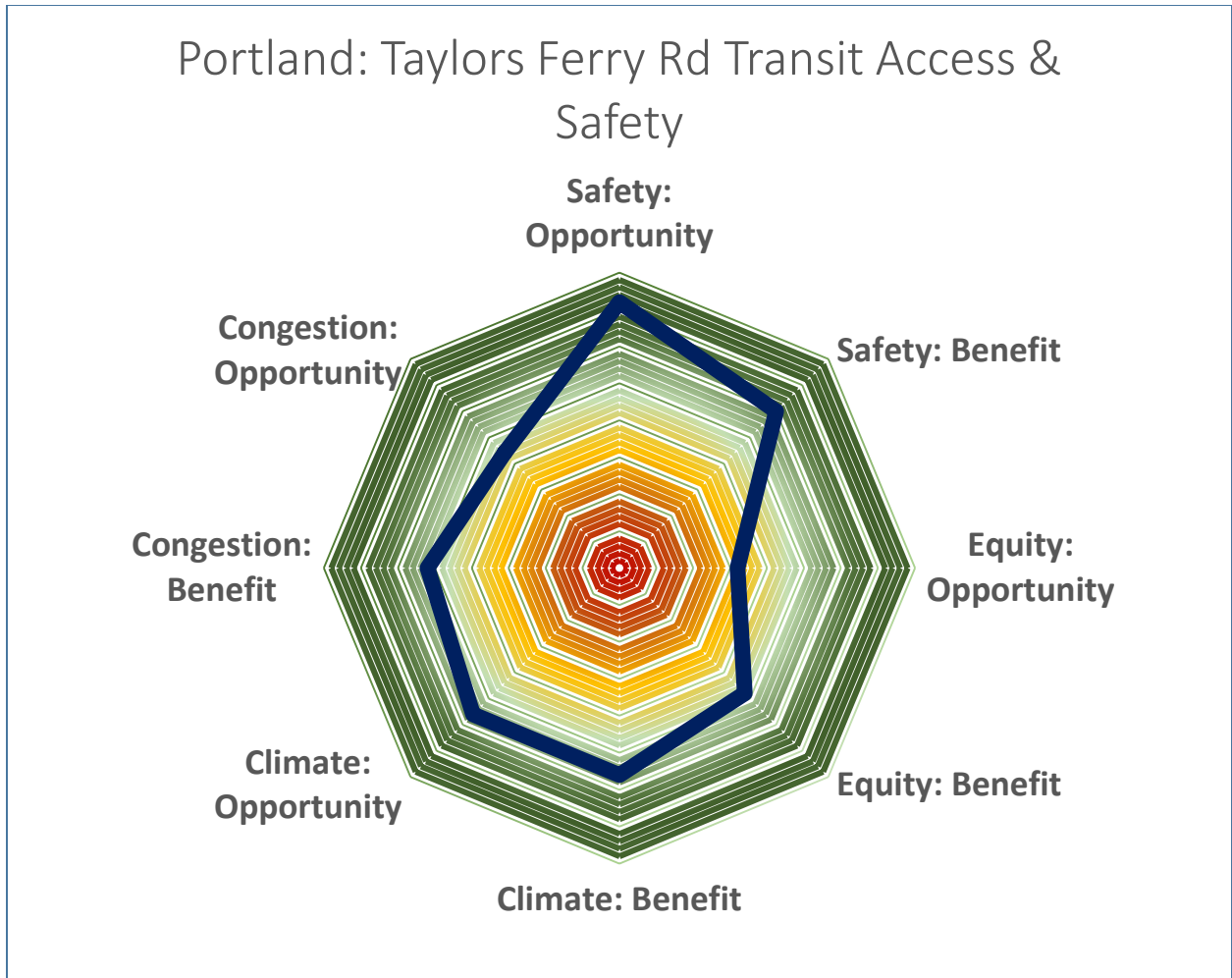


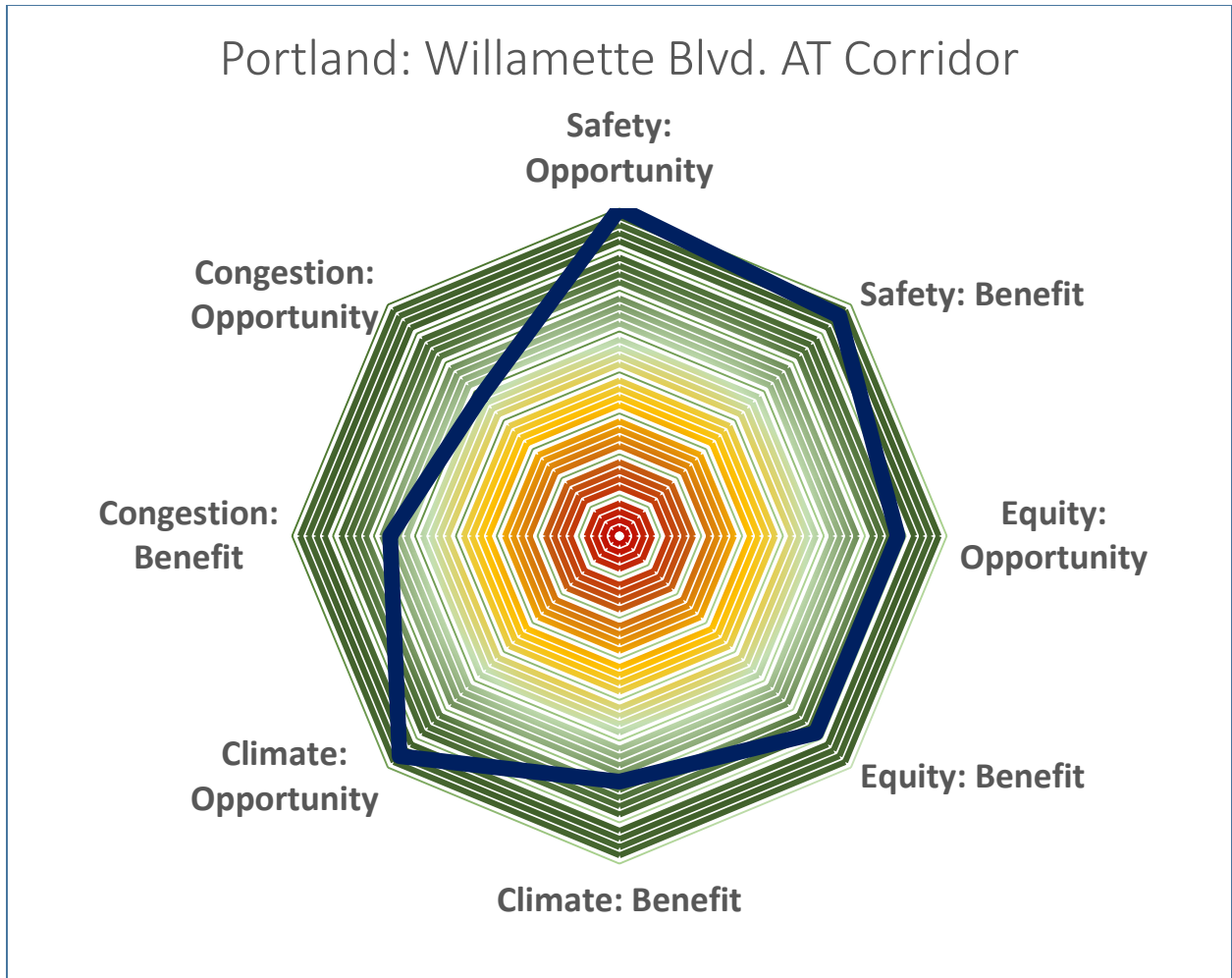




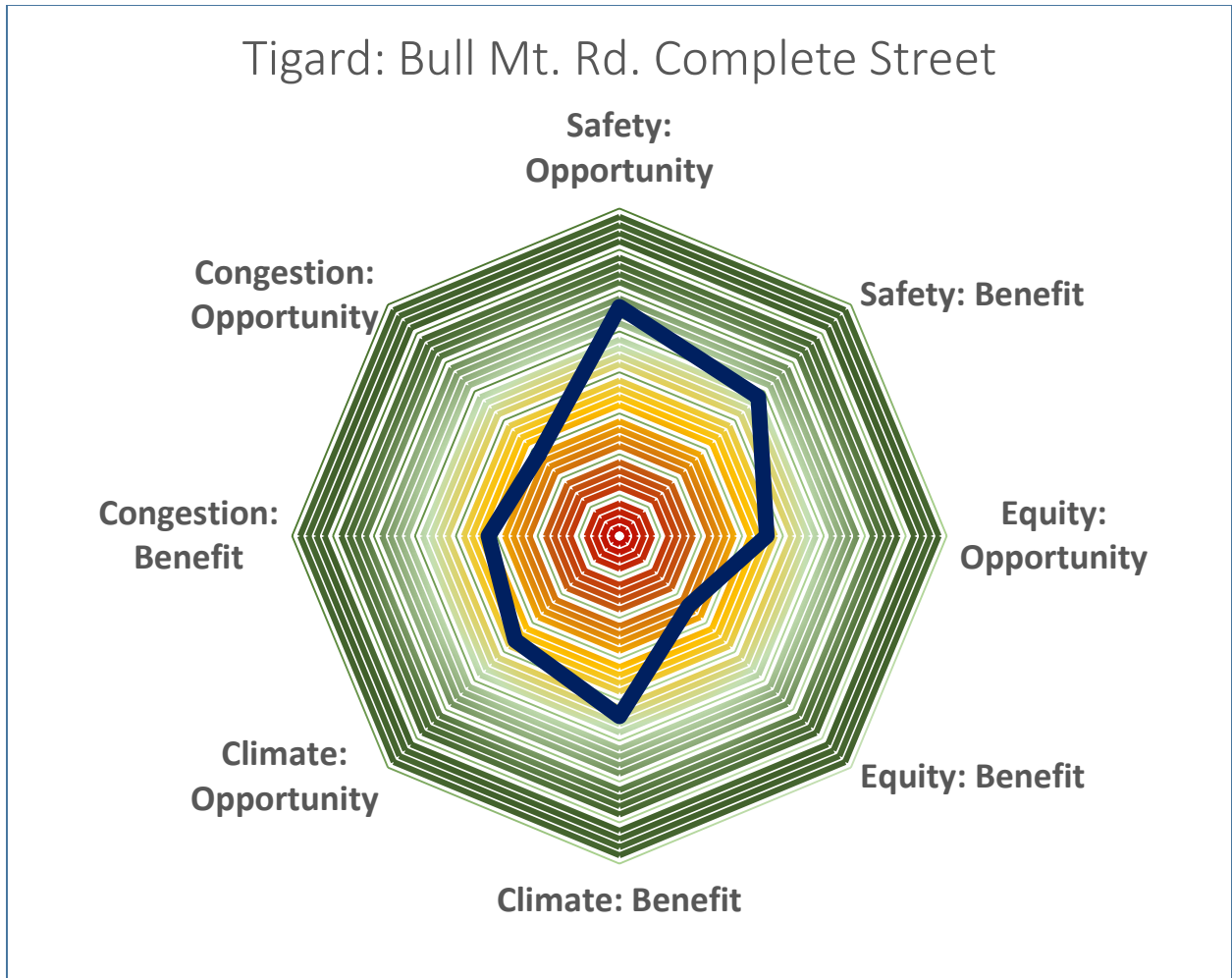


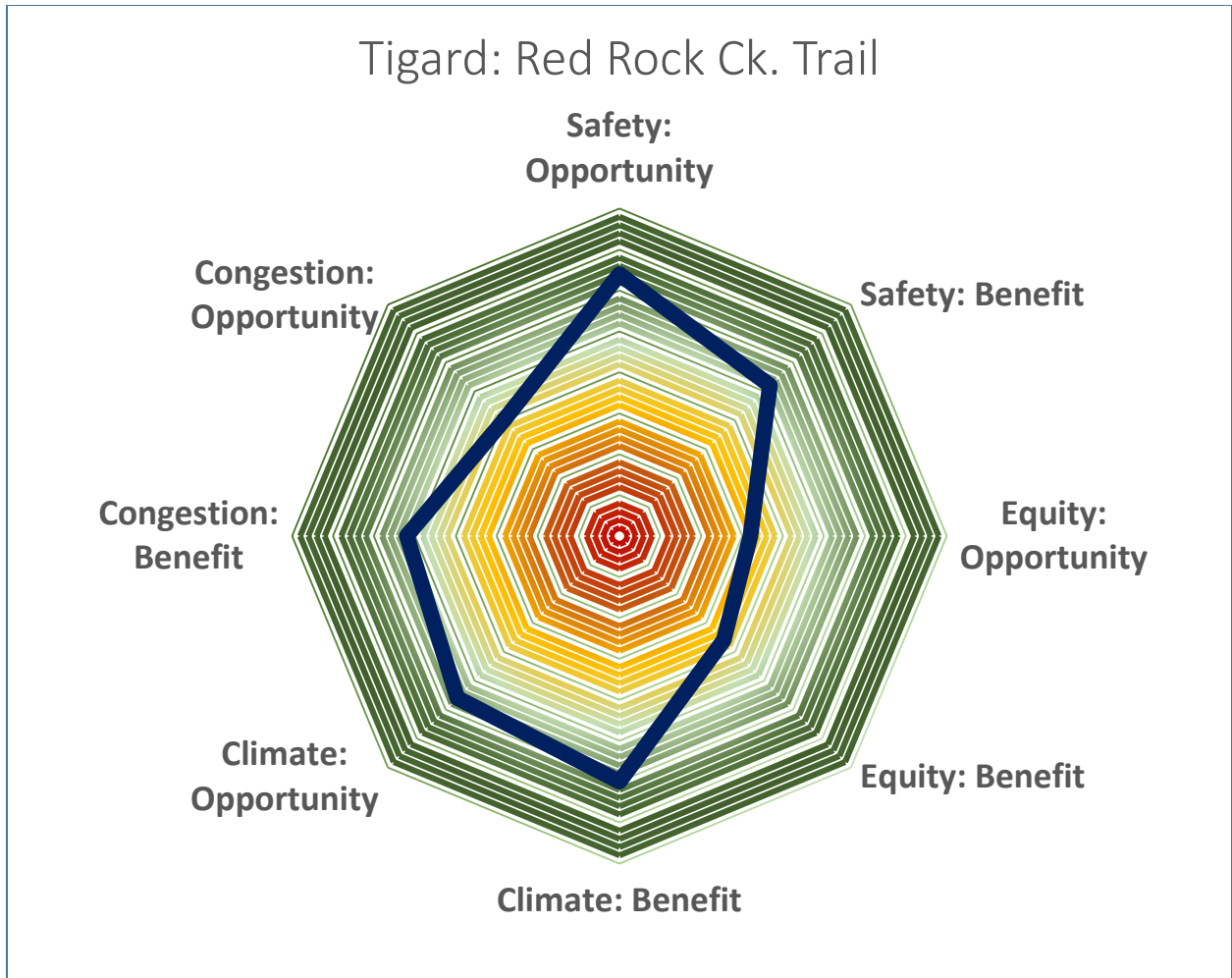


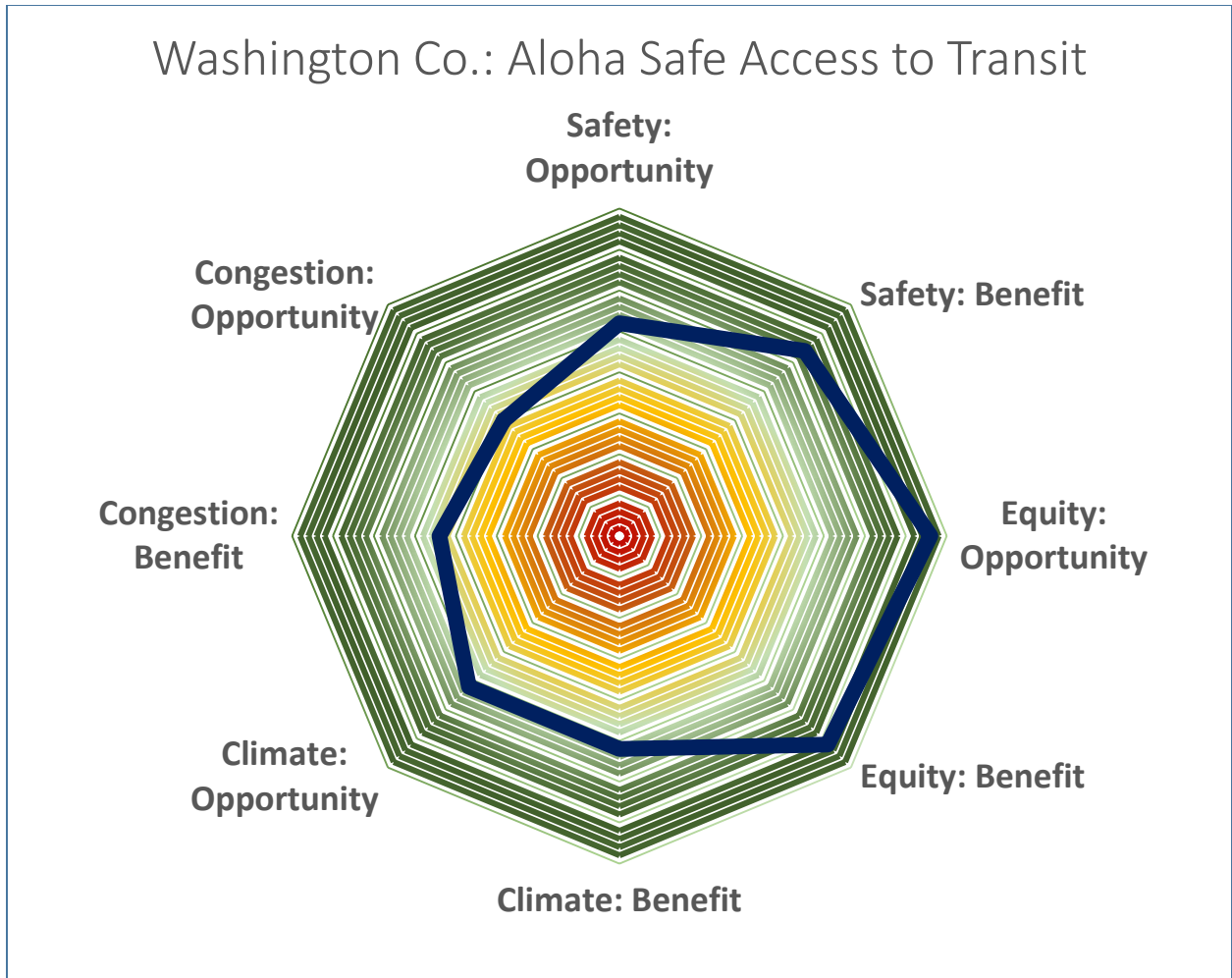




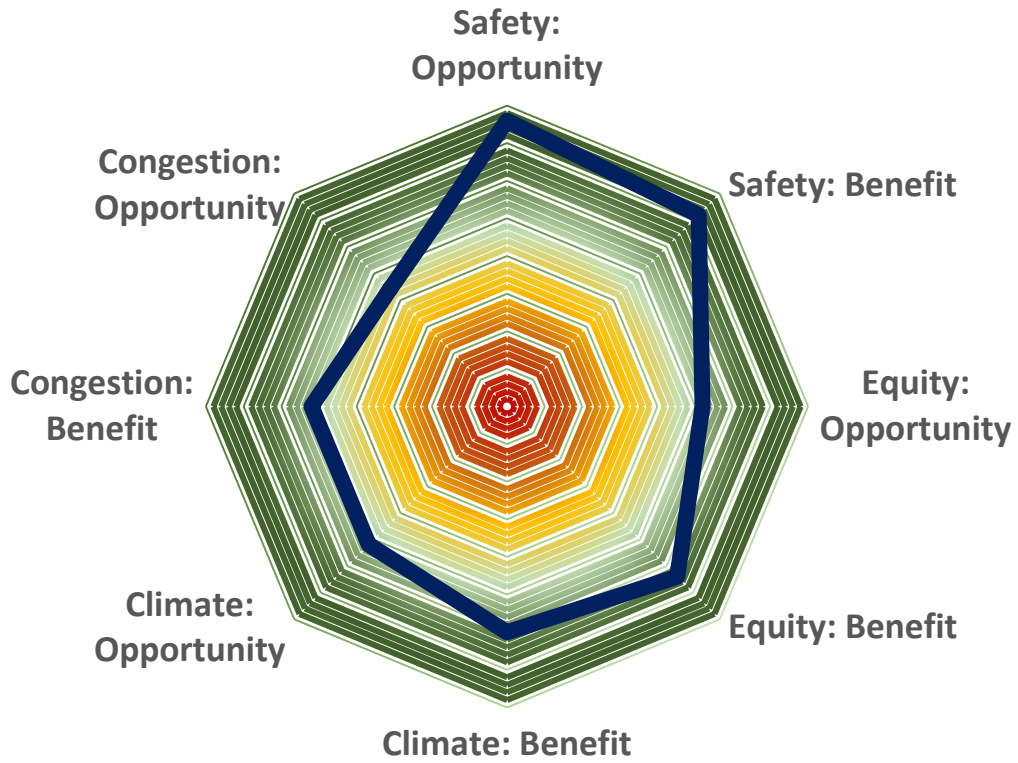




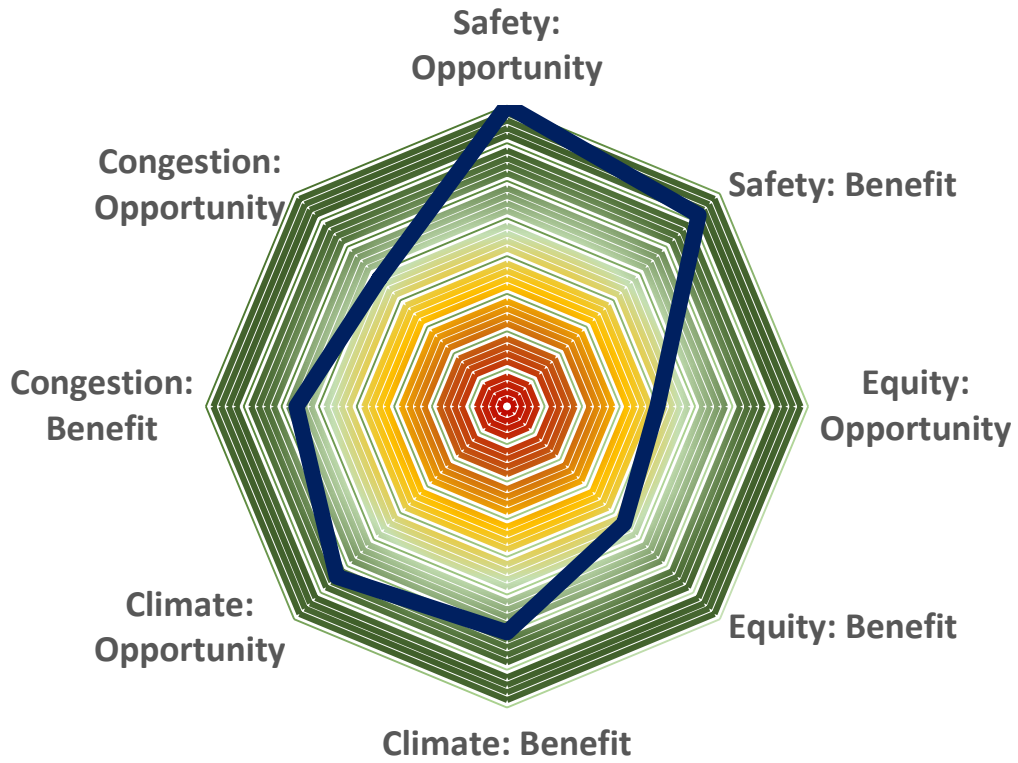




Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)



West Linn: Hwy. 43 Multimodal Improvements - Mapleton Dr. to Barlow St.



C4 Metro Subcommittee Staff Memo

Re: T2020 Process Update

From: Jamie Stasny, Regional Transportation & Land Use Policy Coordinator

Date: September 18, 2019

Clackamas County is working with Metro and other jurisdictions in the Portland Metropolitan Area to develop a transportation funding strategy to strengthen and improve our regional transportation system.

By November of 2019 Metro's T2020 Task Force is expected to recommend corridor packages for polling. By May of 2020 Metro Council will make a final decision regarding which corridor packages will be included in the funding measure.

Discuss findings from technical analysis and public comment, and coordinating committee priorities. Recommendation from TPAC. Final list of projects to JPACT for recommendation and adoption of projects by December 2019.

Clackamas County has 4 Tier 1 Corridors and 1 Tier 2 Corridor being considered for inclusion.

Tier 1 -

- **Sunrise Gateway Corridor / Highway 212** (with City of Happy Valley and Oregon Department of Transportation)
- **Clackamas to Columbia (C2C) Corridor** (with Multnomah County, City of Gresham and City of Happy Valley)
- **McLoughlin Boulevard Transit Corridor**
- **82nd Avenue Corridor** (with City of Gresham, City of Portland, Multnomah County, Oregon Department of Transportation)

Tier 2 -

- **Oak Grove / Lake Oswego Pedestrian/Bikeway Bridge** (with the cities of Lake Oswego and Milwaukie, North Clackamas Parks & Recreation District, and Metro)

During this C4 Metro Subcommittee Session staff will provide the following updates

- LIT process debrief
- Key dates & decision points
- Opportunities for engagement

For additional information, please contact:

Jamie Stasny, Regional Transportation and Land Use Policy Coordinator
jstasny@clackamas.us

SUNRISE GATEWAY CORRIDOR / HWY 212

A transformative community investment to implement the Metro 2040 Growth Concept

Contact information

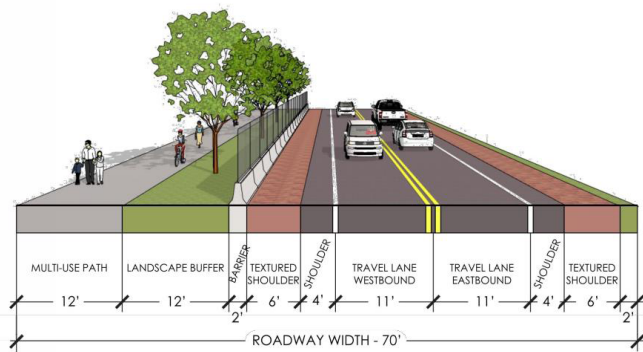
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Metro T2020 desired outcomes

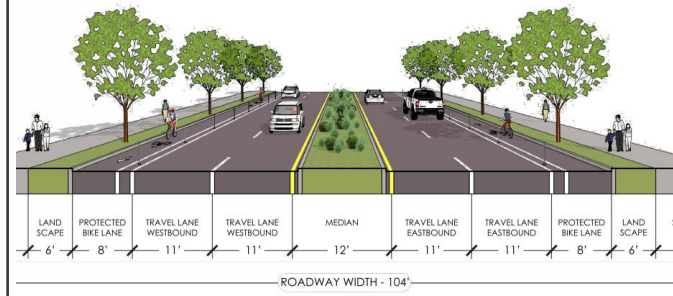
Clackamas County, ODOT, and the City of Happy Valley have worked together to develop the Sunrise Gateway Corridor package to address the evolving economic, housing, safety, alternative modal and operational needs and to ensure the corridor provides the desired T2020 outcomes.

- Improves safety
- Increases access, especially for people of color
- Protects clean air and reduces carbon emissions
- Prioritizes support for communities of color
- Supports resiliency
- Is regional in nature
- Reduces congestion
- Supports economic growth and system connectivity
- Leverages housing, open space investments

Sunrise Gateway Corridor performance-based design cross sections



Highway 212 transforms into an Urban Arterial – Complete Street



Critical for current residents and the future of our region

The 13,400 residents in the Sunrise Gateway Corridor are underserved and need safe connections and multi-modal options.

Improves Safety: With 42,900 average daily trips, Highway 212 has segments in the top 10% of ODOT's safety priority ranking system. The Sunrise Gateway Corridor improvements will increase the safety of these high crash intersections.

Creates multi-use connections: Unique opportunity to establish a world-class on- and off-road trail system

- Support the regional Mt. Scott/Scouters Mt. Trail Loop Master Plan that would connect the Springwater Corridor to the Clackamas River and Industrial Area (162 miles of proposed new trails within 5 miles of the Sunrise Gateway Corridor)
- Protected multi-use path from the Clackamas Town Center to 172nd Avenue

Supports Housing Affordability: Happy Valley is taking steps to create access to housing in a broad range of income levels:

- New urban renewal district will dedicate 7% for affordable housing projects.
- Missing middle housing, including multi-family, attached single-family and cottage clusters, are encouraged through zoning designations and incentives.

Opens Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs and 14,000 additional housing units (approximately an additional 43,000 people).

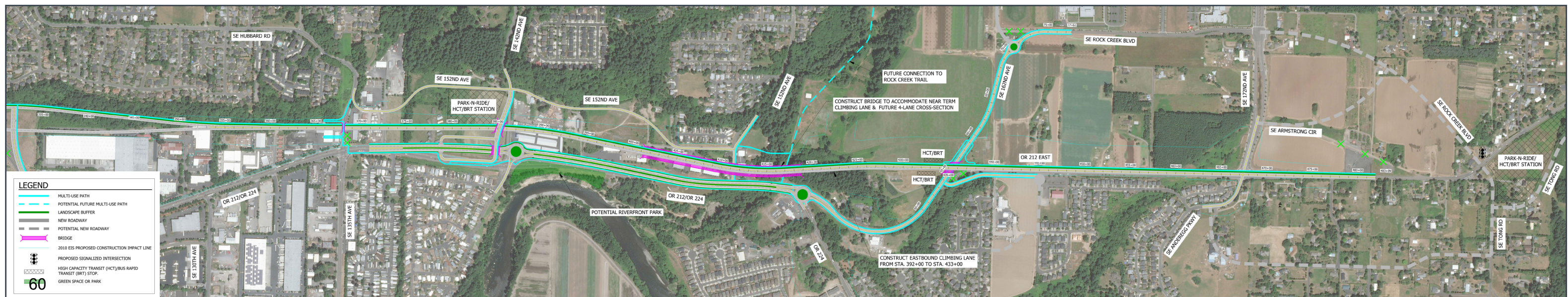
Provides a parkway: This project will create new connections and transform Hwy 212 from a dangerous state highway into a safer corridor that connects people to jobs and accommodates additional housing. The improvements will create a complete transportation network with new multi-modal connections, safety and access improvements.

- Two-lane parkway (40-45 mph) with a separated multi-use path
- Multi-modal options
 - Current residents will have alternative modal options to access their public schools, regional parks, public transit, employment, etc. without driving
 - Transition existing Hwy 212/224 to an Urban Arterial - Complete Street with improved bike/pedestrian facilities

Clackamas to Columbia (C2C): The Sunrise Gateway and C2C provide the necessary multi-modal corridors to service the undeveloped southeast area of the Metro UGB.

Supports Metro's 2040 Growth Concept: Happy Valley cannot implement the growth concept without having the transportation infrastructure to address the existing mobility barriers in this corridor.

Climate Smart Project: The proposed Sunrise/212 Concept will reduce greenhouse gasses by .1 ton during the daily 5 to 6 p.m. peak hour. This decrease is attributed to a reduction in congestion and the addition of mode options.



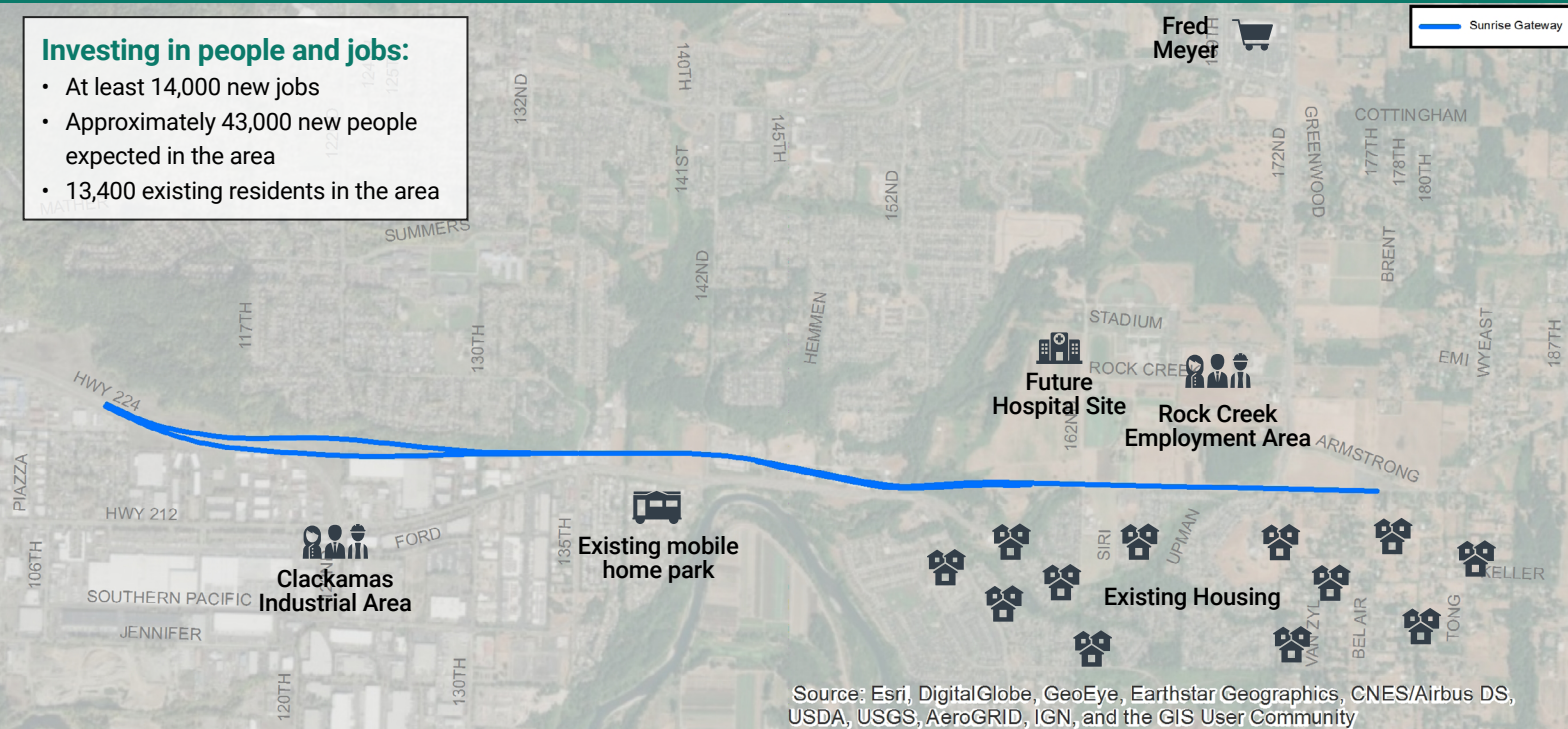


Opening access to jobs and housing

Improvements would support new commercial and employment lands in key growth areas

Investing in people and jobs:

- At least 14,000 new jobs
- Approximately 43,000 new people expected in the area
- 13,400 existing residents in the area



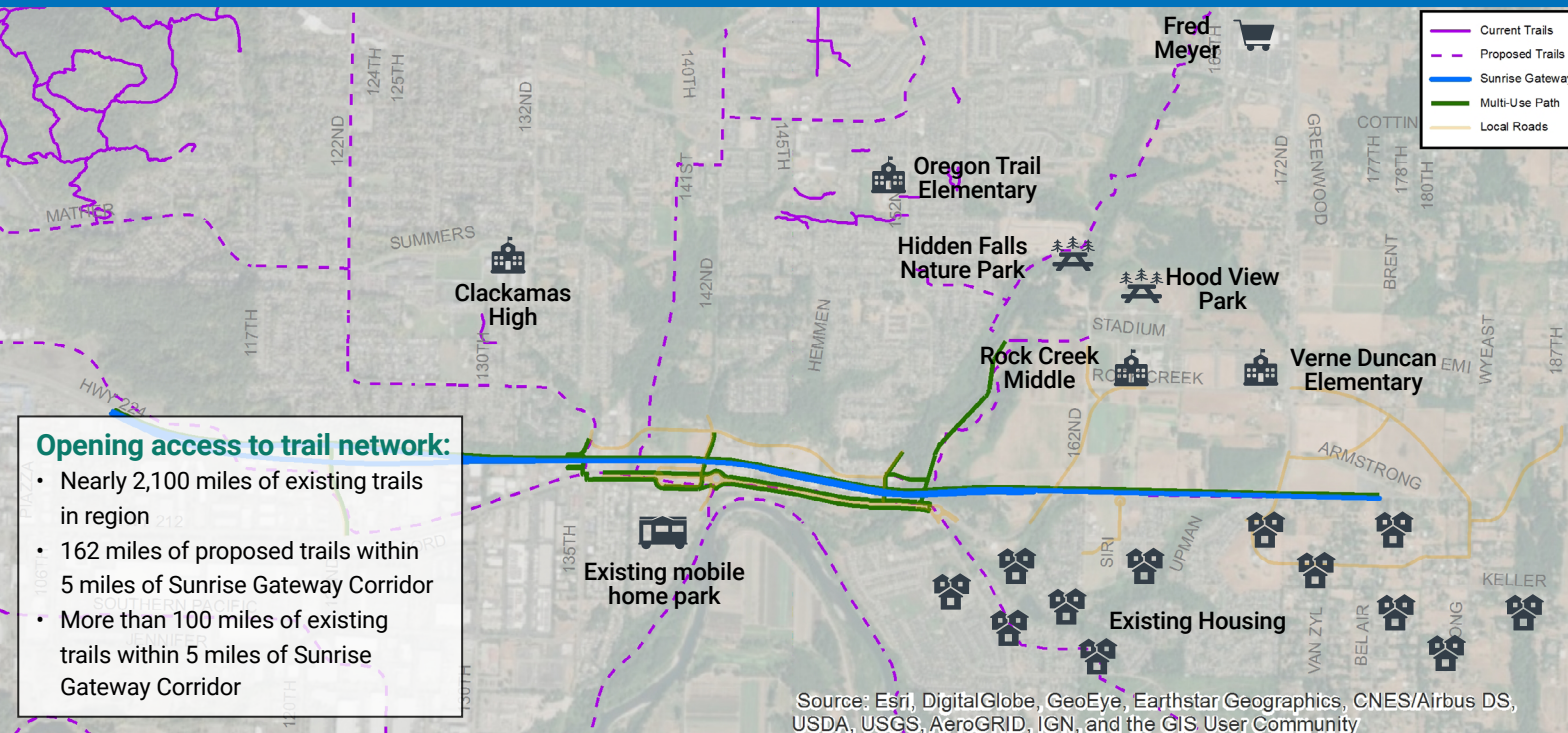
Transforming local streets and transit

Providing safe pathways for trips from neighborhoods to schools, parks, recreation and retail



Extending trail miles in the Metro area

Connecting Mt. Scott/Scouters Mt. Trail Loop Master Plan to the Clackamas Town Center



Opening access to trail network:

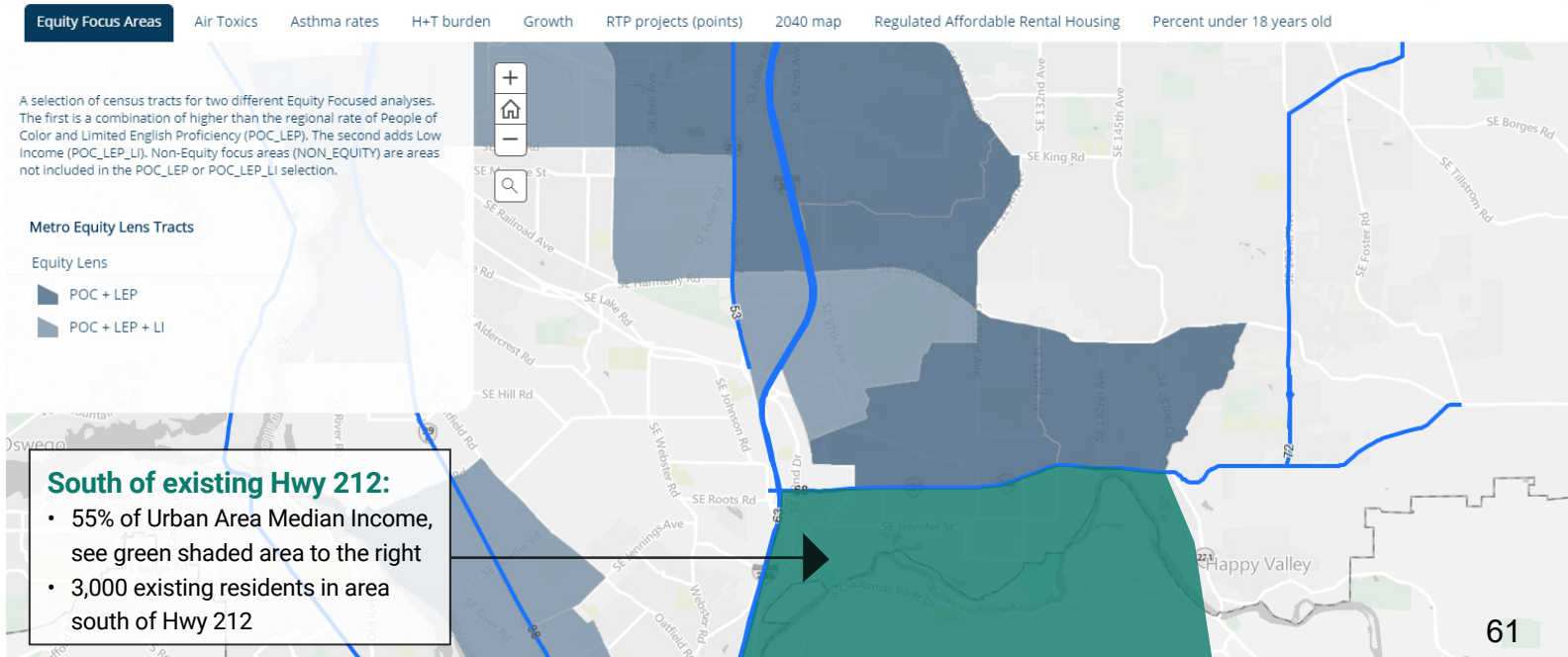
- Nearly 2,100 miles of existing trails in region
- 162 miles of proposed trails within 5 miles of Sunrise Gateway Corridor
- More than 100 miles of existing trails within 5 miles of Sunrise Gateway Corridor



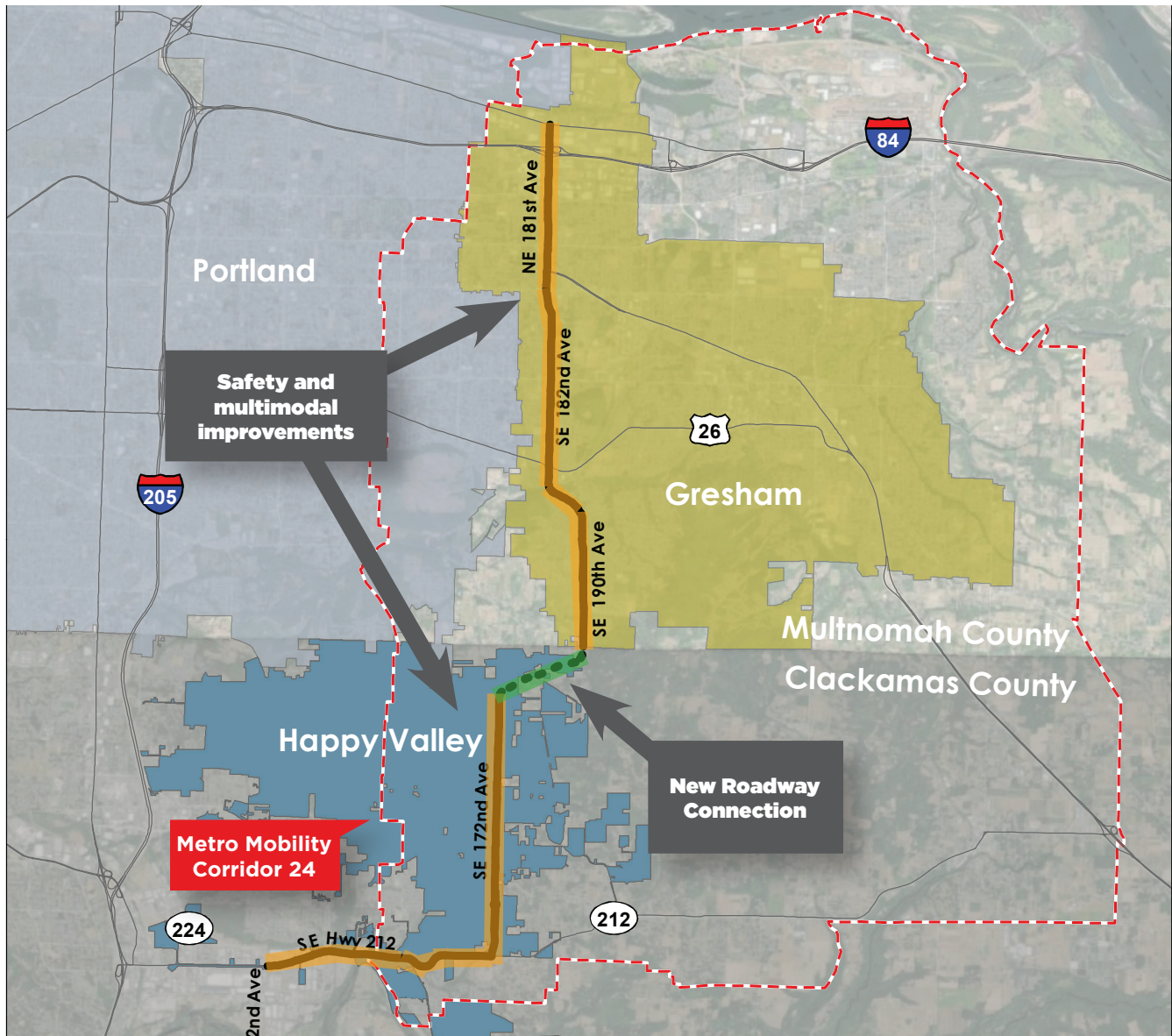
Increasing connections and access for communities with diverse populations and lower than regional average incomes

Regional Investment Strategy map resources

Designed in Oregon by Metro



EFFICIENT NORTH-SOUTH TRAVEL: A CRITICAL NEED FOR A GROWING REGION



The Clackamas to Columbia (C2C) Corridor

The C2C Corridor is the only major north-south through route east of I-205. It is a vital link between major employment centers at its north and south ends and residential areas in between. Though used heavily as a through route, it is not continuous. Improving this route will yield **immediate, noticeable benefits** for people traveling by all modes through some of the Metro area's fastest growing communities and some of its most underserved neighborhoods. The C2C Corridor is recognized within Metro Mobility Corridor 24 in the 2018 Regional Transportation Plan.

Supporting local priorities.

Improvements to the C2C Corridor **will leverage current planning efforts in the area**, including the Pleasant Valley TSP Refinement Study, Happy Valley TSP, Pleasant Valley/North Carver Plan, and Damascus Mobility Plan.

Safety.

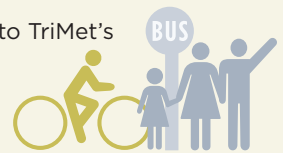
- A continuous north-south route with equally continuous sidewalks and bike lanes will promote **safer movement for all modes**.
- It will **reduce congestion and consequently crashes** in the Sunrise Corridor, along Jenne Rd and on facilities identified on the region's top 10% Safety Priority Index System project list, including 162nd Ave, 174th Ave, Foster Rd, and Sunnyside Rd.
- The portion of C2C on SE/NE 181st Ave between NE Sandy Blvd and SE Yamhill St has the **8th highest rate of serious crashes** in Metro's planning area.

Reducing congestion.

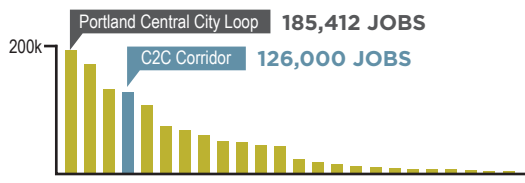
- **Without this improvement, there is no continuous north/south corridor east of I-205** for commuters and freight to easily access I-84, the Columbia Industrial Corridor, or the OR 212/Sunnyside Corridor.
- **A continuous C2C Corridor could accommodate north-south transit service** along its entire alignment (service currently stops in Gresham, but there's a service gap between Gresham and Sunnyside Rd in Happy Valley).
- **Improving the C2C Corridor will also reduce congestion** on the Sunrise Corridor, Foster Road and Jenne Road, increasing the effectiveness of improvement projects along those corridors.

Fostering a clean, multimodal future.

- **Walking and transit:** A continuous north/south route between the Clackamas and Columbia Rivers will benefit both walking and transit.
- **Supporting technological innovation:** This improvement project will further enable and add value to TriMet's rollout of next-generation transit signal priority operations at signalized intersections.
- **Connecting the bike network:** Without this improvement there is no north/south bike route south of Powell between I-205 and the Springwater Corridor—a critical missing link in the bike network for recreational cyclists and commuters.



Metro Mobility Corridor Jobs



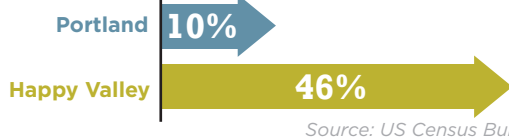
Economic Impacts.

- **Better access** between developable residential, commercial, and industrial properties
- **High visibility and impact:** the C2C Corridor has the fourth highest jobs number of Metro's 24 mobility corridors.
- **Area jobs are expected to more than double in the next 20 years**, according to Metro's 2040 Distributed Forecast.

C2C is a diverse corridor.

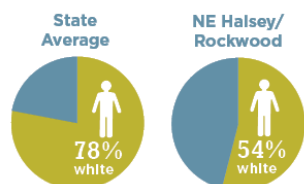
- The C2C will benefit residents in Rockwood with an **average household income that ranks in the bottom 10 of all Metro's identified mobility corridors**
- Over 60 languages are spoken in Rockwood.
- Happy Valley is **the fastest growing city** in Oregon.

Average annual population growth since 2010

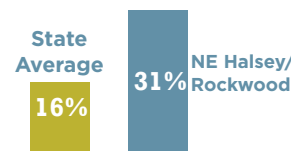


84% Happy Valley's **projected growth between now and 2040**, per Metro forecast

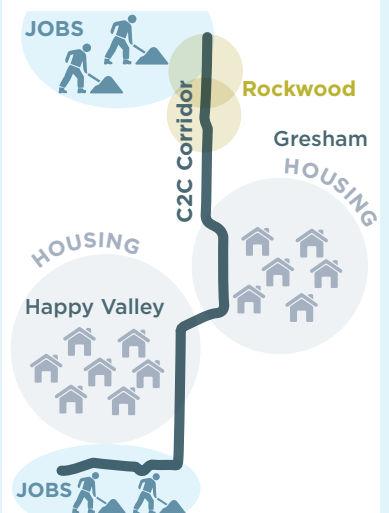
Population Diversity



Poverty Rate



C2C Connects...

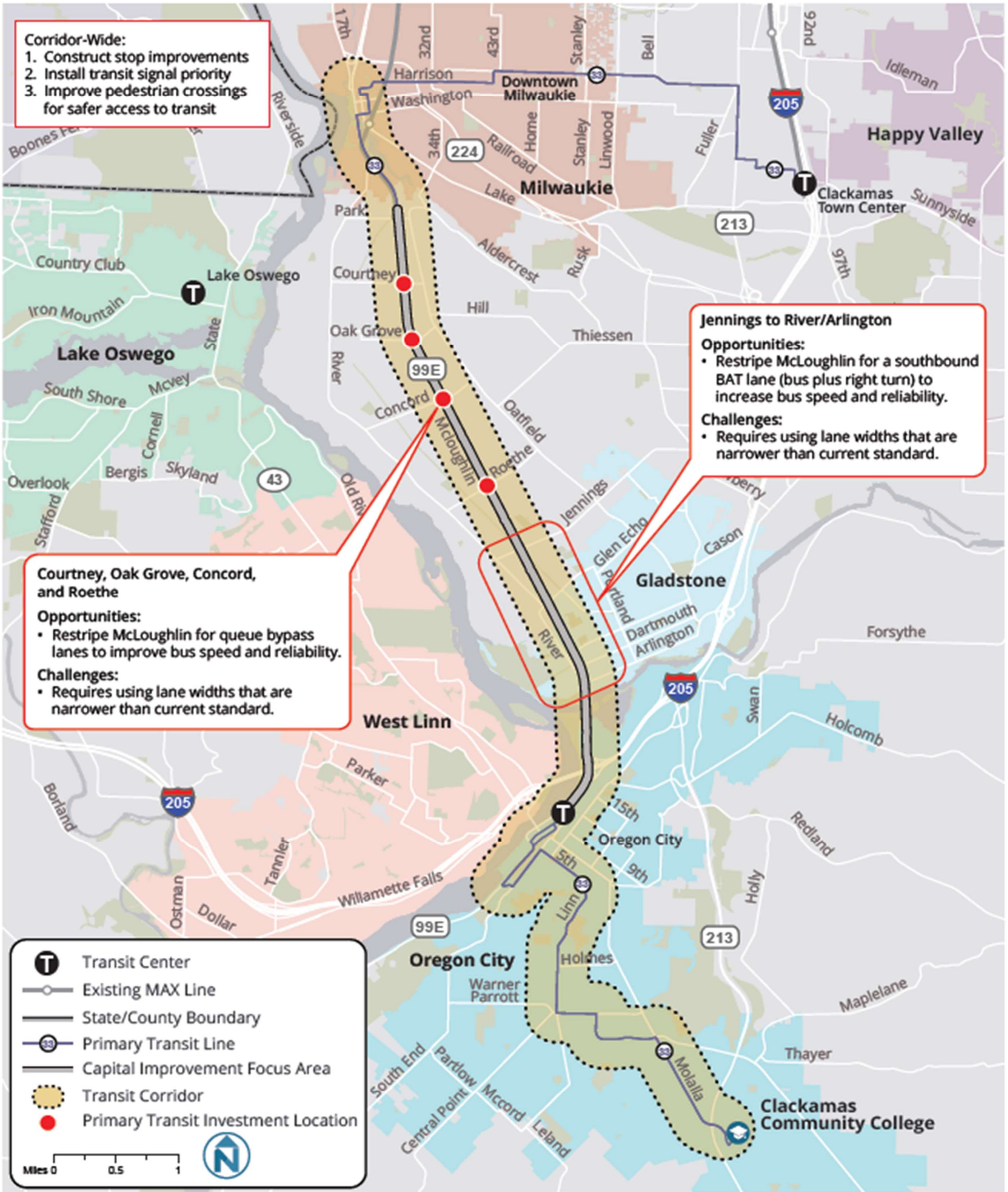


DRAFT

MCLOUGHLIN BLVD. TRANSIT CORRIDOR



Downtown Milwaukie to Oregon City and Clackamas Community College



Information provided by Metro Regional ETC Program

T2020 Corridor: McLoughlin/OR99E

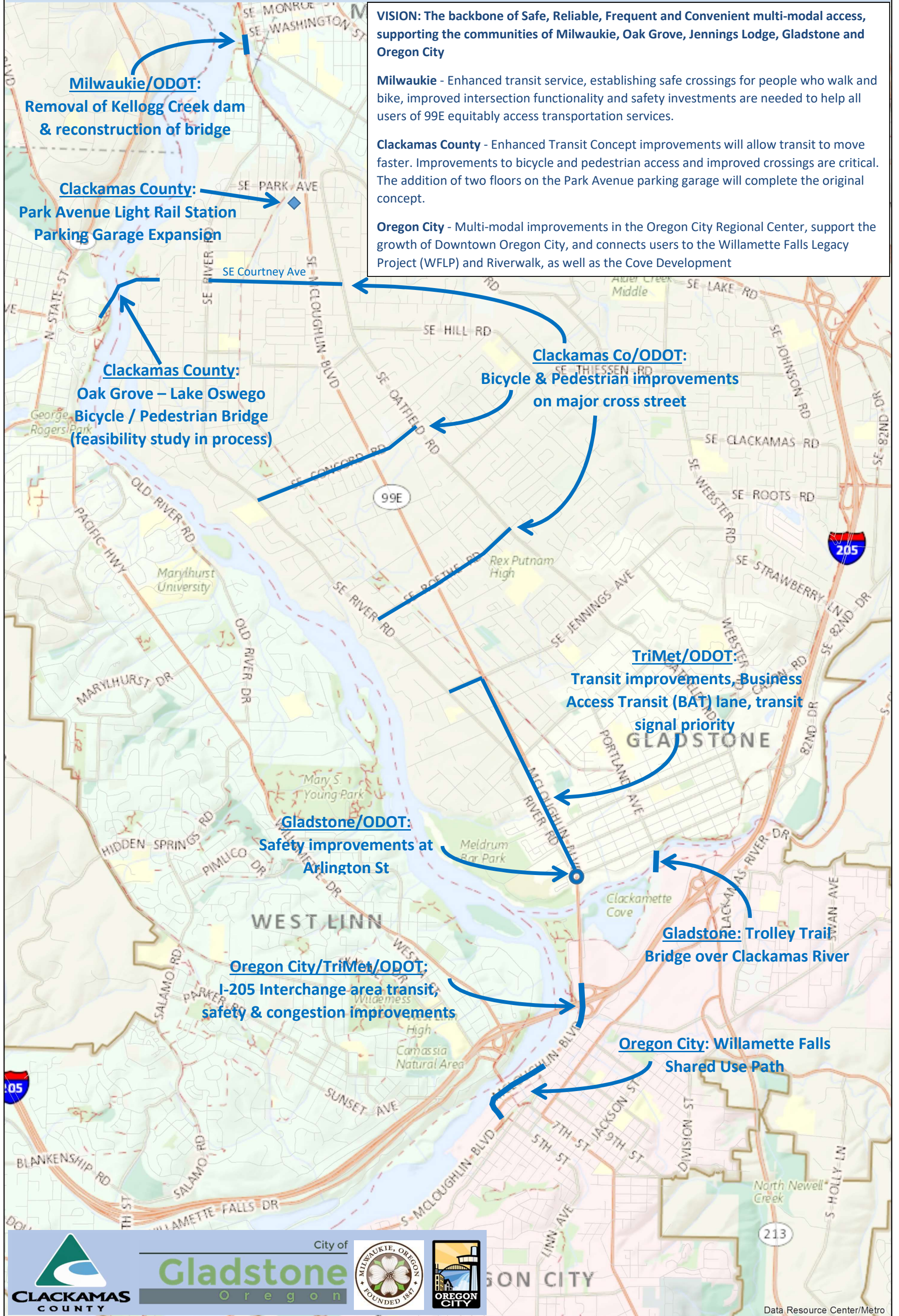
Local Projects needed in Corridor

VISION: The backbone of Safe, Reliable, Frequent and Convenient multi-modal access, supporting the communities of Milwaukie, Oak Grove, Jennings Lodge, Gladstone and Oregon City

Milwaukie - Enhanced transit service, establishing safe crossings for people who walk and bike, improved intersection functionality and safety investments are needed to help all users of 99E equitably access transportation services.

Clackamas County - Enhanced Transit Concept improvements will allow transit to move faster. Improvements to bicycle and pedestrian access and improved crossings are critical. The addition of two floors on the Park Avenue parking garage will complete the original concept.

Oregon City - Multi-modal improvements in the Oregon City Regional Center, support the growth of Downtown Oregon City, and connects users to the Willamette Falls Legacy Project (WFLP) and Riverwalk, as well as the Cove Development



OAK GROVE-LAKE OSWEGO (OGLO) PEDESTRIAN/BICYCLE BRIDGE FEASIBILITY STUDY

August 2019



Clackamas County is leading a Metro-funded study with the City of Lake Oswego, the City of Milwaukie, Metro and the North Clackamas Parks & Recreation District to determine the feasibility of a pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego.

OGLO Bridge Study Area

Study Purpose

To determine the feasibility of a new pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego. While there has been a lot of interest in such a bridge over the years, questions remain regarding its feasibility:

- Are bridge "landing locations" available on publicly-owned property on both sides of the river?
- Would it be possible to connect a new bridge to other pedestrian/bicycle trails without interfering with existing land uses, e.g., residential or commercial property?
- How much would it cost to construct such a bridge and which jurisdiction(s) would pay for it?
- What steps would have to be taken to build a bridge at that location?
- If a bridge were built, which jurisdiction(s) would own and maintain it?

Existing Railroad Bridge is not an Option

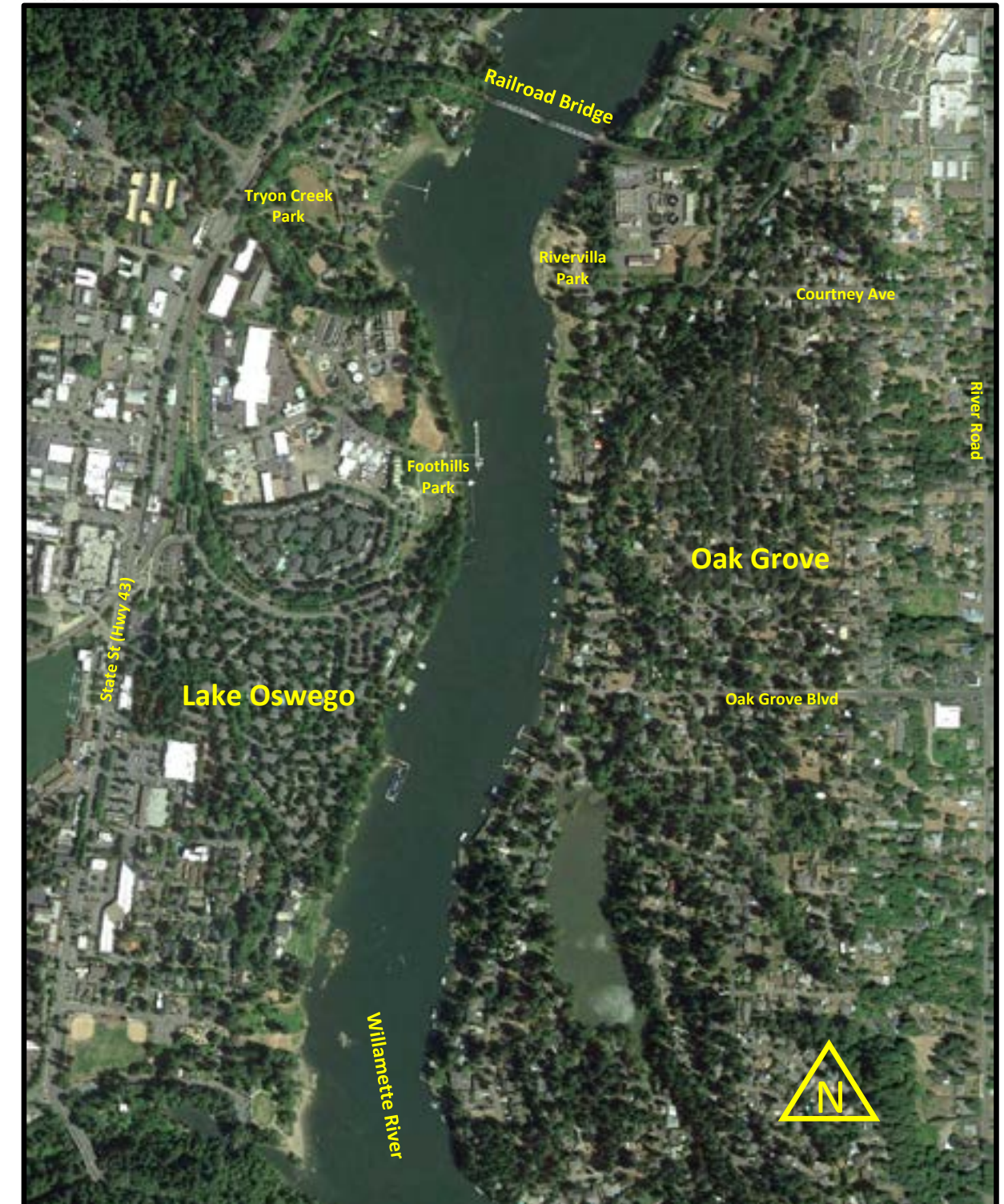
- The bridge owners would not agree to the addition of pedestrian /bicycle facilities.
- Access to the railroad bridge for pedestrians and bicyclists would be very difficult.

Study Activities

The study is funded by the *Metro Active Transportation Development Fund* and is scheduled to be completed in fall 2019. Three key groups are providing input and guidance on this project – a Community Advisory Committee, a Technical Advisory Committee and a Policy Committee.

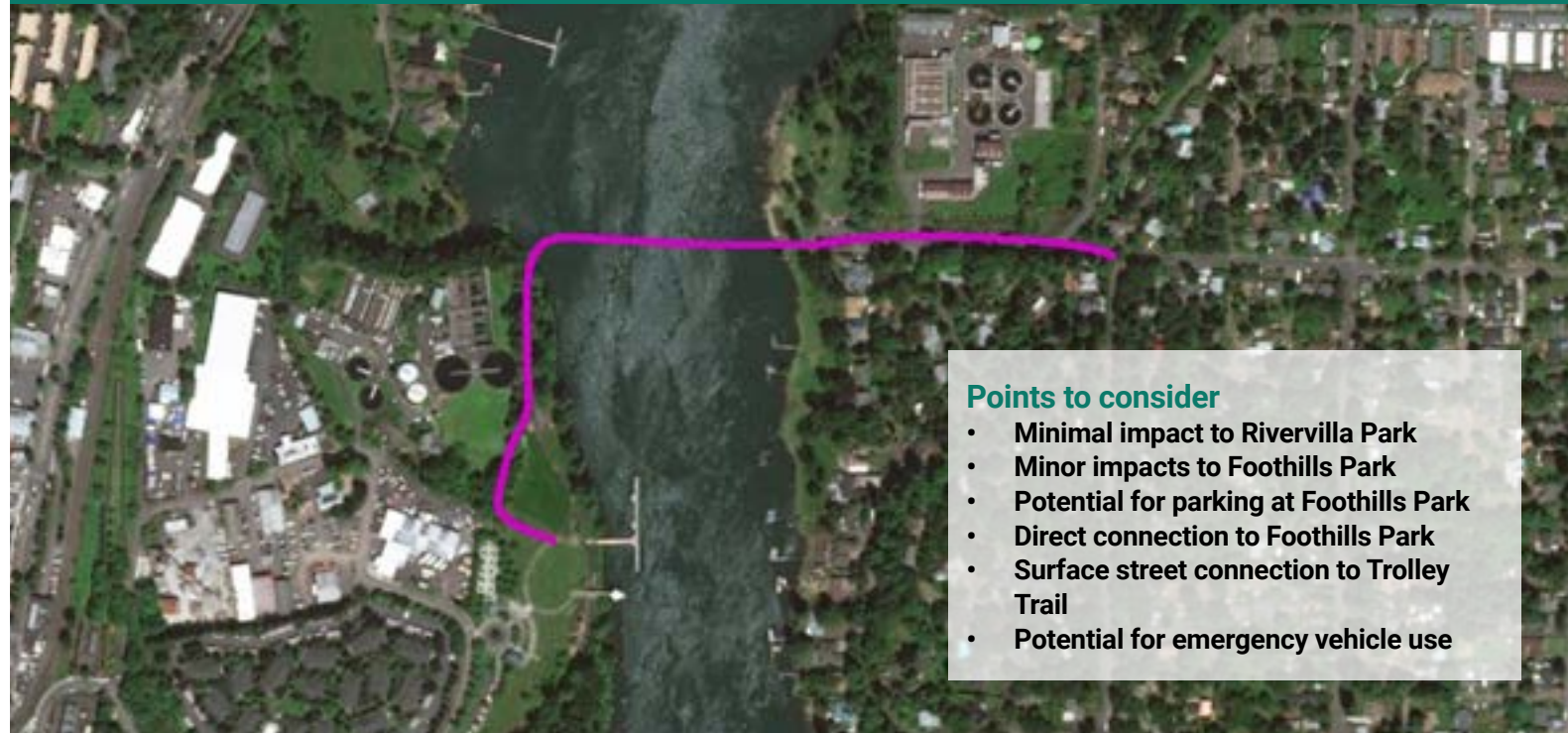
To this point, the project has:

- **Identified and approved evaluation criteria** to use when considering possible landing points for the bridge on both sides of the Willamette River
- **Identified 10 possible bridge alignments to consider, including high level cost estimates:** In July and August, the public and project committees were asked to review and comment about the alternatives, to reduce the number of alignments being considered to three.
- Hundreds of people participated in the open houses, either online or in person. The three alignments that gained the most public support are shown on the back of this page. Those alignments are:
 - **Alignment A:** Between Foothills Park in Lake Oswego and SE Courtney Road in Oak Grove
 - **Alignment B:** Between SW Terwilliger Boulevard in Lake Oswego and SE Courtney Road in Oak Grove
 - **Alignment C:** Between Foothills Park in Lake Oswego and SE Bluff Road in Oak Grove
- **In September:**
 - **The Policy Committee** – made up of one elected official each from Metro, Clackamas County, Lake Oswego and Milwaukie – will review input and recommendations from the public, the CAC and the TAC; and reach consensus on the top three alignments and whether the study should move to the next phase.
 - **The Community Advisory Committee** will meet to complete their work on this phase
 - **A public meeting** will be held to share the recommendations and answer questions.



Alignment A:

Foothills Park to SE Courtney Road



- Points to consider**
- Minimal impact to Riverville Park
 - Minor impacts to Foothills Park
 - Potential for parking at Foothills Park
 - Direct connection to Foothills Park
 - Surface street connection to Trolley Trail
 - Potential for emergency vehicle use

Alignment B:

SW Terwilliger Blvd to SE Courtney Road



- Points to consider**
- Minimal impact to Riverville Park
 - Major impacts to Tryon Cove Park
 - No parking on either end
 - Provides Hwy43 crossing and connection to Terwilliger Trail
 - Connection to Foothills Park over proposed Tryon Cove bridge
 - Surface street connection to Trolley Trail
 - Longest and most expensive alternative
 - Potential for emergency vehicle use

Alignment C:

Foothills Park to SE Bluff Road



- Points to consider**
- Minimal impact to Riverville Park
 - Minor impacts to Foothills Park
 - Potential for parking at Foothills Park
 - Direct connection to Foothills Park
 - Surface street connection to Trolley Trail
 - Potential for emergency vehicle use



Next Steps

If the jurisdictions involved decide to continue to consider a bridge, the next study phase would include:

- **Preliminary Conceptual Design** for a possible bridge
- **Planning Cost Estimate and Funding Plan** for bridge construction and long-term maintenance
- **Environmental Scoping** to identify environmental issues and permitting requirements
- **Equity Analysis** to ensure that no group is disproportionately affected.
- **Governance Agreement** to determine which group of local and regional governments would move the project forward.
- **Extensive Public Engagement** to keep the community informed and gather feedback.

Alignments shown had the greatest support from the public at open houses August 3 and 5, and online between July 29 and August 9.

For more information
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Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Huff, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: September 6, 2019 TPAC Meeting
Date: September 18, 2019

Overview

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

General Updates

- Some projects included in the [Unified Planning Work Program](#) will be closed out soon. Jurisdictions with projects nearing closeout are encouraged to be mindful of final reporting requirements.
- Twenty-three projects have been submitted for Regional Flexible Fund Allocation (RFFA) transportation funding grant awards¹. These applications, and their project evaluations, are undergoing public comment through Oct. 6. To comment on a project, visit Metro's RFFA [webpage](#). County Coordinating Committees should provide RFFA recommendations by November.
- 2021-2024 MTIP Network Review and No Build Reminder – Metro is requesting by October 31, 2019 any updates to the 2024 No Build Network & the 2020 base year network. This information will be used to conduct a performance assessment of the package of investments in the 2021-2024 MTIP. The 2020 base year network will also be the foundation for the next RTP update.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5018

Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving thirteen projects impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP).

- TPAC recommended item by moved to JPACT.

Regional Flexible Funds Allocation (RFFA) Region-Wide Program Review

Purpose: Provide overview of certain programs supported by the RFFA: Transit Oriented Development (TOD), Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO).

- [Transit Oriented Development](#) – Invests in compact, mixed-use development projects near high frequency transit and in town/regional centers. Funding is available for transit-oriented development projects, urban-living infrastructure (e.g., grocery stores) projects, and site acquisition.
- [Regional Travel Options](#) - Funds and supports transportation demand management (TDM) strategies to increase use of travel options, reduce pollution, and improve mobility. Travel options include anything besides driving alone – carpooling, vanpooling, riding transit, bicycling, walking, and telecommuting.
- [Transportation System Management and Operations](#) – Funds projects that make more efficient use of the existing transportation system and help move people and goods by restoring reliability, recovering

¹ There is approximately \$43 million in RFFA funding available this cycle.

from crashes (and other incidents) and managing demands that cause congestion (e.g., dynamic messaging signs, intelligent transportation systems).

Congestion Bottleneck Operations Study II

Purpose: Presentation on ODOT Region 1's effort to identify potential projects to address congestion bottlenecks through safety and operational improvements on six Portland area freeways.

- In 2013, ODOT published a Corridor Bottleneck Operations Study (CBOS I). The Study identified areas of recurring congestion along five key Portland metro area highways (I-5, I-205, I-84, I-405 and US 26). ODOT will soon release CBOS II to document more recent bottleneck conditions². The revised report includes OR-217.
- CBOS recommends smaller scale operational improvements to the existing system, such as adding auxiliary lanes between freeway interchanges to enhance safety by improving weaves and merges. These improvements do not add capacity to the freeway system, but are intended to address congestion at identified bottlenecks, particularly during the peak commute shoulder hours (the hours before and after the traditional rush hour traffic pattern). Finalized cost estimates on the suite of proposed improvements are not yet prepared.
- CBOS II is a *study*. Projects recommended through the study may not yet be included in the Statewide Transportation Improvement Program (STIP) pending further refinement.
- In discussion at TPAC, some stakeholders raised concern about the omission of I-205 northbound over the Glenn Jackson Bridge as a potential bottleneck. Other stakeholders suggested more robust project analytics and environmental justice considerations.



[CBOS Video](#)



[CBOS Website](#)



Process Connection

The R1ACT recently had the opportunity to discuss CBOS II. In discussion, R1ACT members raised questions about the availability of alternative congestion measures, such as time loss for commerce and data reliability. A representative from OPAL, an environmental justice stakeholder, expressed concern that CBOS benefited single-occupancy vehicles and did not advance climate goals.

Regional Mobility Policy Work Plan

Purpose: Report back on scoping activities and seek feedback on draft work plan and engagement plan.

- Since early 2019, Metro and ODOT have been working together to identify a proposed approach for updating the Regional Mobility Policy³. The current policy focuses solely on vehicles and does not measure mobility for people riding a bus or train, biking, walking or moving goods⁴.
- The policy update is expected to take two years. Anticipated outcomes of the update include:
 - A corridor-specific mobility strategy for the National Highway System; and
 - A mobility corridor-based strategy for managing congestion on regional arterial streets while improving pedestrian and bicycle facilities and supporting regional and local land use plans. This strategy will be incorporated into the RTP.
- The updated mobility policy will explore other measurements of transportation health, including but not limited to capacity and throughput for all modes (e.g., transit, train, walking), vehicle miles travelled, travel time, network connectivity and bike/ped network completion.

² According to the [2018 Traffic Performance Report](#), the daily cost of freeway congestion in the Portland-metro region is estimated to be \$2.0 million (2017). On a per vehicle basis, cost estimate distills down to approximately \$25 per hour for passenger vehicles and \$30 per hour for trucks.

³ The Regional Mobility Policy contains quality of service target ranges for the operational conditions of the auto network. These operational conditions are evaluated using the ratio of traffic volume to planned roadway capacity (referred to as the volume/capacity ratio). These metrics diagnose the extent of auto congestion during different times of the day in order to identify deficient roadway facilities and services in the plan.

⁴ As the primary way of measuring vehicle congestion on roads and at intersections, the current mobility policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

- Under the project timeline, the updated Mobility Policy will be applied in the next RTP update (due in 2023) and incorporated into the highway mobility policy (Policy 1F) in the Oregon Highway Plan. Together, these new policy frameworks will guide system development as part of future RTP updates and the region’s ongoing Congestion Management Process (CMP). Even more locally, however frameworks will affect development of city and county Transportation System Plans (TSPs) and the evaluation potential impacts of plan amendments and zoning changes on the transportation system.



Process Connection

JPACT previously received an introductory presentation about the Regional Mobility Plan update. At that time, members expressed interest in adding metrics to assess area access to alternative transportation modes, asset effectiveness (e.g., transit) and system completeness. Some members, however, desired clarification on which metrics should be primary and which should be secondary.

Upcoming Agenda Highlights

- October 4, 2019
 - Frog Ferry Project Update – Information/Discussion
 - Tri-Met Mobility Strategy & Mobility on Demand/Open Trip Planner
 - Regional Emergency Transportation Routes – Information/Discussion
- November 1, 2019
 - Regional Mobility Policy Work Plan – **Recommendation to JPACT**
 - Regional Flexible Funds Allocation – Information/Discussion
 - Designing Livable Streets and Trails – Information/Discussion
 - Regional Congestion Pricing Study – Information Discussion
- December 6, 2019
 - Regional Flexible Fund Allocation – **Recommendation to JPACT**
 - TSMO Strategic Projects Work Program – **Recommendation to JPACT**
 - State of Transportation Safety within the Region – Information/Discussion
 - Regional Congestion Pricing Technical Analysis

For additional information, please contact:

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