



Metro

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Memo

Date: January 11, 2021

To: Joint Policy Advisory Committee on Transportation (JPACT)

From: Margi Bradway, Planning & Development Deputy Director and Metro P&D staff

RE: 2021 Work plan for JPACT

Background

Metro is the federally mandated Metropolitan Planning Organization (MPO) authorized by Congress and designated by the governor to coordinate and plan investments in the transportation system for the greater Portland tri-county urban area. As the MPO, Metro works collaboratively with cities, counties and transportation agencies to develop a long-range transportation plan, decide how to invest federal highway and transit funds that Congress sends directly to MPOs and program federal funds spent in the region.

MPO decisions for planning, investment and programming are shared between the Metro Council and JPACT. JPACT recommends priorities for investing and programming federal funds and development of transportation plans for the region, and the Metro Council either approves them without changes or refers them back to JPACT. Federal regulations further define the role of the “policy advisory committee” in terms of providing oversight and guidance to the MPO on these activities. The Transportation Policy Alternatives Committee (TPAC) serves as a technical and advisory committee to JPACT.

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide investments for all forms of travel. The RTP identifies current and future transportation needs, investments needed to meet those needs and which funds the region expects to have available to over the plan’s time horizon to make those investments a reality. The RTP includes a wide range of policies on topics from safety, equity, climate and congestion management to pricing to freight to transit to active transportation. The current RTP adopted by JPACT and the Metro Council in 2018 included an implementation chapter ([Chapter 8](#)), which laid out future planning needs at the regional and corridor level. Between the adoption of the 2018 RTP and the development and adoption of the next RTP in 2023, Metro staff has been working with our partners to implement the planning, policy development and studies called out in Chapter 8 of the RTP, and to implement the projects on the 2018 RTP financially constrained project list.

The work items for JPACT’s consideration fall in three major categories:

- Regional transportation planning and policy
- Regional transportation programs and resources
- Corridor plans and major transportation projects

Below is a list of both essential and potential work items that will come before JPACT this year for each of the three categories. This list is subject to change. The work items that are starred (*) are deemed essential in that Metro has already committed to JPACT, TPAC, and/or our partners via an IGA, MOU or project charter on the timeline with JPACT’s input. In other words, it is JPACT’s role to provide input, guidance and oversight of those policies, plans, programs and projects.

In 2018 JPACT and Metro Council identified four priorities for the RTP and implementation of the RTP:

- Equity
- Climate
- Safety
- Mobility

As JPACT embarks on its work plan for 2021, these four outcomes guide all of the work we do implementation Chapter 8 of the RTP, from policies to practice.

Work items before JPACT in 2021			
Work items		Description	Status
Planning and Policy	Regional Transportation Plan*	<p>The Regional Transportation Plan is the foundation and blueprint for transportation plans, programs and projects in the region. From June 2015 to Dec. 2018, Metro worked with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system through 2040.</p> <p>We are currently implementing Chapter 8 of 2018 Regional Transportation Plan (See below). In 2021, we will begin scoping the 2023 Regional Transportation Plan. The update is due by Dec. 6, 2023, when the current plan expires.</p> <p>Metro Regional Planning Manager: Tom Kloster</p> <p>Metro Project Manager: Kim Ellis</p>	Ongoing implementation; begin scoping 2023 RTP update in 2021.
	Regional Mobility Policy Update*	<p>This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines and measures mobility. Identified in Chapter 8 of the 2018 RTP, this is a large regional effort to update a policy that effects policy, planning, development and projects. The work plan was adopted by JPACT and the Metro Council in 2019.</p> <p>Metro Project Manager: Kim Ellis</p> <p>ODOT Project Manager: Lidwien Rahman</p>	1 year underway, goal to complete in 2022.
	Regional Congestion Pricing Study*	<p>Metro is evaluating different types of congestion pricing for their potential effectiveness in greater Portland. Findings of the study will be presented to Metro and JPACT in Spring of 2021. Metro coordinates with the ODOT Tolling program and other stakeholders.</p> <p>Metro Project Manager: Elizabeth Mros-O'Hara</p>	On schedule to deliver final report in Spring 2021.

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	Regional Emergency Transportation Routes (ETR)*	<p>This is a joint project between the Regional Disaster Preparedness Organization (RDPO) and Metro. Regional ETRs are defined as priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life-sustaining response activities. Findings of the update and recommendations for future planning will be presented to Metro, JPACT and RDPO committees in Spring of 2021.</p> <p>Metro Project Manager: Kim Ellis RDPO Project Manager: Laura Hanson</p>	Working on final steps of project. On schedule to be completed in Spring 2021.
	Freight Commodity Study*	<p>The 2018 RTP and 2018 Regional Freight Strategy calls for a need for a Freight Commodity study to better understand the movement of goods and how to facilitate the movement of goods in the region.</p> <p>Metro Project Manager: Tim Collins</p>	At initial steps of project; develop goals and objectives in 2021.
	Climate Smart Strategy*	<p>Transportation and land use are key to meeting the region's climate goals. Metro Council and JPACT developed and adopted a regional strategy with broad regional support in 2014. The strategy was approved by LCDC in 2015, and affirmed in 2018 when the Climate Smart Strategy and greenhouse gas emissions targets were incorporated into the Regional Transportation Plan (RTP). Metro continues to implement the Climate Smart Strategy. In 2020, DLCD initiated Climate-Friendly and Equitable Communities rulemaking to update the statewide Transportation Planning Rule in response to Executive Order 20-04.</p> <p>Metro leads: Margi Bradway, Kim Ellis</p>	Ongoing implementation; DLCD's TPR rulemaking to be completed in 2021.
	Transit Planning	<p>In 2018, JPACT adopted a Regional Transit Strategy which is a shared vision to make transit more frequent, convenient, accessible and affordable for everyone in the region. The strategy called for more investment in a wide range of transit improvement and service.</p> <p>Metro leads: Eliot Rose, Matt Bihn</p>	On-going implementation.

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	Transit Security Policy and Planning In 2020, Reimagine Oregon identified the need to revisit and revise transit security practices in the Portland Region. TriMet led a stakeholder public process to create the Reimagining Public Safety & Security on Transit report and recommendations. TriMet lead: John Gardner	Draft report coming to JPACT in January 2021.
Programs and Resources	Metro Transportation Implementation Program (MTIP)* The MTIP manages and programs all of the federal funding for transportation in the Portland region. JPACT responsibility to manage is ongoing, with major updates every three years. The MTIP is also the basis for which JPACT and Metro Council collaborate and weigh-in on the Statewide Transportation Improvement Program (STIP) developed by the Oregon Transportation Commission and ODOT. Metro Program Manager: Ted Leybold Metro Program leads: Grace Cho, Ken Lobeck, Jodie Kotrlik	Ongoing MTIP Management, coordination on ODOT's STIP in early 2021.
	Regional Flexible Funds Allocation (RFFA)* Every 3 years, JPACT allocates Regional Flexible Funds to implement the Regional Transportation Plan. In 2021, we will begin the process of developing the program direction for the 2025-27 RFFA allocation. Metro Program Manager: Ted Leybold Metro Project Manager: Daniel Kaempff	Develop policy framework for new RFFA cycle in 2021.
	Transportation Regional System Operations (TSMO) Plan* The Transportation System Regional and Operations program is an ongoing program to manage mobility on the system. In 2021, we will be updating the strategic plan, which was last updated in 2010. Metro Program Manager: Caleb Winter	Develop and adopt a new TSMO Strategy in 2021.

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Clean Air*	<p>Metro, as an MPO is legally required to comply with the Clean Air Act. Metro and DEQ have an IGA to work towards both agencies’ shared goals for clean air as it relates to reducing transportation-related pollution. Metro, in collaboration with DEQ, developed, updated, and implemented the Portland area State Implementation Plan (SIP) to achieve status as attainment area in 2017.</p> <p>Metro Program Manager: Grace Cho</p>	Ongoing implementation.
	<p>The RTO program funds and supports transportation demand management strategies to increase use of travel options and reduce pollution. RTO will be accepting applications for sponsorships and a limited grant cycle beginning Jan. 1 through March 1, 2021.</p> <p>Metro Program Manager: Daniel Kaempff</p>	Ongoing, select and manage grants in 2021.
Safe Routes to School	<p>Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods. During COVID, the program has focused its efforts on helping schools serve students who need food security.</p> <p>Metro Program Manager: Noel Mickelberry</p>	Ongoing.
	<p>Metro’s Transportation Safety Program implements, coordinates and monitors implementation of the 2018 Regional Transportation Safety Strategy through policies, programs and projects. In 2021, Metro will provide an annual safety report as well as updates on our regional progress towards Vision Zero.</p> <p>Metro Program Manager: Lake McTighe</p>	Ongoing; regular updates provided to JPACT.

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	Enhanced Transit Concepts/Corridors	<p>Metro launched a successful program with TriMet in 2018 to work with our local partners to plan, design and implement enhanced transit concepts. This program continues to provide technical support and guidance to implement ETC throughout the region.</p> <p>Metro Program Manager: Matt Bihn, Alex Oreschak</p> <p>TriMet Program Manager: Jamie Snook</p>	Ongoing, next steps of the program is being coordinated with TriMet as it relates to RFFA and the T2020 reboot.
Major Projects	Tualatin Valley Highway Corridor Study*	<p>TV Highway is a corridor of regional significance identified in the 2018 RTP and through various studies Metro has identified the need to invest in this corridor to meet our equity, mobility and climate goals. Metro secured an \$850,000 FTA grant to convene jurisdictional partners and community-based organizations to develop a preferred alternative for a transit project, define an equitable development strategy, and assess potential for bus electrification. Metro will partner with TriMet and Washington County on this study.</p> <p>Metro Project Manager: Elizabeth Mros-O'Hara</p>	Being scoped. The external process will not kick off until late spring, early summer 2021.
	US 26/Sunset Corridor Study	<p>The 2018 RTP called out the need for further study and corridor development on US 26 from Portland to Hillsboro (Sunset Highway). In 2021, Metro will co-manage with ODOT a process to further study the corridor.</p> <p>Metro Project Manager: Mali Wilkinson, Matt Bihn</p> <p>ODOT Project Manager: (Office of Urban Mobility)</p>	Early stages of study, working on scoping and partner agreements.
	I-5 Bridge Replacement Project*	<p>Metro is a federally-recognized Participating Agency on the I-5 Bridge Replacement project that is co-led and co-funded by ODOT and WSDOT. In addition to partnering with the DOTs on the Supplemental EIS, JPACT has responsibility to manage the federal funds allocated to the project. The NEPA planning process will be a major focus in 2021.</p> <p>ODOT/WSDOT lead: Greg Johnson</p> <p>Metro leads: Margi Bradway, Elizabeth Mros-O'Hara</p>	Receive regular updates from IBR Project Team.

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Rose Quarter Improvement Project	<p>ODOT is leading the Rose Quarter Improvement Project to improve mobility in the context of the City of Portland's N/NE Quadrant Plan in the Albina Vision area. In 2021 the project will be reviewing the results of the Independent Cover Review and moving forward with project design.</p> <p>ODOT lead: Megan Channell</p> <p>Metro leads: Margi Bradway, Eliot Rose</p>	Ongoing updates.
I-205 Abernethy Bridge	<p>I-205 Abernethy Bridge Project is an ODOT-led project that continues to move forward in design, aiming for 60% design by 2021. The issue that may be before JPACT is the financial plan and/or tolling.</p> <p>ODOT lead: Mandy Putney</p> <p>Metro lead: Margi Bradway</p>	Ongoing updates.
Oregon City-West Linn Bike/Pedestrian Crossing	<p>ODOT is working with West Linn, Oregon City, Clackamas County and Metro to propose a new pedestrian bridge between Oregon City and West Linn to complement the I-205 project. In 2021, ODOT initiated the planning and design process.</p> <p>ODOT Project Manager: Sandra Hikari</p> <p>Metro lead: John Mermin</p>	Ongoing updates.
Earthquake Ready Burnside Bridge	<p>Metro is a Participating Agency in the Burnside Bridge Project and contributes to the NEPA and design processes. Multnomah County staff will share potential bridge design options and timeline for project, and will be asking JPACT to consider adopting the locally preferred alternative into the RTP.</p> <p>Multnomah County lead: Megan Neill</p> <p>Metro leads: Malu Wilkinson, Alex Oreschak</p>	Ongoing updates.

**Plans, programs or projects that are tied to federal MPO responsibilities of JPACT (and may be tied to the federal calendar) and/or JPACT and Metro have made contractual agreements related to the timeline and role of JPACT pursuant IGAs, MOUs and/or consultant contract.*

In addition, JPACT also plays an important role in developing and informing federal and state legislative priorities. JPACT has a long history of working together to take regional positions and regional communications on key federal and state legislative efforts.