

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW) RESOLUTION NO. 19-5051
PROJECT TO THE 2018-21 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT,) Andrew Scott in concurrence with
ODOT’S CORRIDOR BOTTLENECK) Council President Lynn Peterson
OPERATIONS STUDY – TWO (CBOS II) (DC20-)
04-DEC1))

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks and generate a menu of small-scale projects; and

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217 and will provide recommendations including, without limitation, recommendations for auxiliary lanes, ramp modifications, metering, and advanced traffic monitoring systems; and

WHEREAS, the study may recommend construction projects, such as projects to construct auxiliary lanes, that are not included in the 2018 RTP; and

WHEREAS, before proceeding with project development and construction on the recommended projects not already in the 2018 RTP, ODOT must bring each individual project to JPACT and the Metro Council for consideration as amendments to the 2018 RTP; and

WHEREAS, Metro's review of the CBOS II Study determined it is required to be added to the Unified Planning and Work Program (UPWP) and has completed the required UPWP formal amendment which now allows the MTIP to be amended; and

WHEREAS, the December 2019 Formal MTIP Special Amendment for the CBOS II study was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338 and accomplished legally; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the December 2019 Formal MTIP Amendment to add the new ODOT CBOS II project; and

WHEREAS, the CBOS II project successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 2019 and provided an amended approval recommendation that has been incorporated into Resolution 19-5051 and is now being brought to Metro Council for approval; now therefore

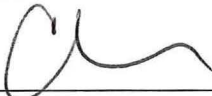
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 16, 2019 to formally amend the 2018-21 MTIP to include the ODOT CBOS II Study within Resolution 19-5051.

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


Lynn Petersen, Council President



Approved as to Form:



Carrie MacLaren, Metro Attorney

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



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

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

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



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

**Formal Amendment
NEW PROJECT
Initial Programming**

Lead Agency: ODOT	Project Type:	Planning	ODOT Key:	20227
Project Name: Corridor Bottleneck Operations Study 2	ODOT Type	Planning	MTIP ID:	TBD
	Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing:	No	Comp Date:	12/31/2021
	Conformity Exempt:	Yes	RTP ID:	11305
Short Description: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	On State Hwy Sys:	Multiple	RFFA ID:	N/A
	Mile Post Begin:	Var	RFFA Cycle:	N/A
	Mile Post End:	Var	UPWP:	Yes
	Length:	Var	UPWP Cycle:	SFY 20
	1st Year Program'd:	2020	Past Amend:	0
	Years Active:	1	OTC Approval:	No

Detailed Description: On I-5, I-84, I-205, I-405, US 26, OR 217, evaluate freeway congestion bottlenecks and opportunities to address congestion particularly during peak commute shoulder hours through safety and operational improvements in the Region 1 area. Recommend improvements such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane ramp management, etc.

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

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

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11305 - I-205 Active Traffic Management

> RTP Description: Planning portion in support of future improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies

> An UPWP amendment is also required to add the CBOS 2 study to the UPWP and will progress separately from the MTIP amendment.

Fund Codes:

> NHPP = Federal National Highway Performance Program funding allocated to ODOT

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

Memo

Date: Tuesday, December 24, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5051, CBOS II Study

STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT'S CORRIDOR BOTTLENECK OPERATIONS STUDY – TWO (CBOS II) (DC20-04-DEC1)

BACKGROUND

What This Is:

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) under Resolution 19-5051 contains a request to add one new project to the MTIP: ODOT's Corridor Bottleneck Operations Study 2 (CBOS 2).

What is the requested action?

JPACT requests Metro Council approve the December 2019 formal amendment under Resolution 19-5051 for ODOT's CBOS II Study, and then on to USDOT be amended correctly into the 2018 MTIP.

Proposed December 2019 Formal Amendment Bundle – CBOS II					
Amendment Type: Formal/Full					
Amendment #: DC20-04-DEC1					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	<u>ADD NEW PROJECT:</u> Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227

ADDITIONAL POLICY DISCUSSION AT JPACT on December 19, 2019:

Agenda item 5.2 covering Resolution 19-5051 which covered the CBOS 2 Study generated additional discussion among JPACT members. While committee members expressed their general support for the CBOS 2 study citing the results from the first CBOS study, several JPACT members also expressed their concern towards the study lack of detailed scope activity elements and the impact this could have on the final deliverables. Specific concerns raised included deliverables that may not be properly vetted against the Regional Transportation Plan (RTP). This could result in a failure to ensue specific project improvement recommendations which have a safety focus would not be submitted into the current RTP. Because the CBOS recommended improvements could be capacity enhancing, they would need to be included individually in the RTP to ensure travel demand modeling and air conformity analysis modeling requirements are properly completed. This would result in delays to program, obligate, and construct the final project recommendations and negate the needed safety improvements the CBOS project will recommend.

Metro Councilor, Craig Dirksen, offered an amended resolution 19-5051 with added language to ensure the potential RTP project gap deficiency with CBOS recommended projects would not occur. Councilor Dirksen stated the proposed language changes to Resolution 19-5051 and explain their nature to JPACT members. There was a detailed and lengthy discussion about the new and adjusted text for Resolution 19-5051 among JPACT members.

The final approved text to amend Resolution 19-5051 included the following changes. Note red and strike-through text indicates removed text. Blue font equals new or revised text added to the resolution paragraph:

- **Seventh Paragraph:**

- Existing Text:

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks and ~~opportunities to address congestion through safety operational improvements; and~~

- Amended Paragraph:

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks **and generate a menu of small-scale projects; and**

- **Eighth Paragraph:**

- Existing Text:

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217; and

- Amended Paragraph:

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217 **and will provide recommendations including, without limitation, recommendations for auxiliary lanes, ramp modifications, metering, and advanced traffic monitoring systems; and**

- **New Added Ninth Paragraph:**
 - New Amended Paragraph:
WHEREAS, the study may recommend construction projects, such as projects to construct auxiliary lanes, that are not included in the 2018 RTP; and

- **New Added Tenth Paragraph:**
 - New Amended Text:
WHEREAS, before proceeding with project development and construction on the recommended projects not already in the 2018 RTP, ODOT must bring each individual project to JPACT and the Metro Council for consideration as amendments to the 2018 RTP; and

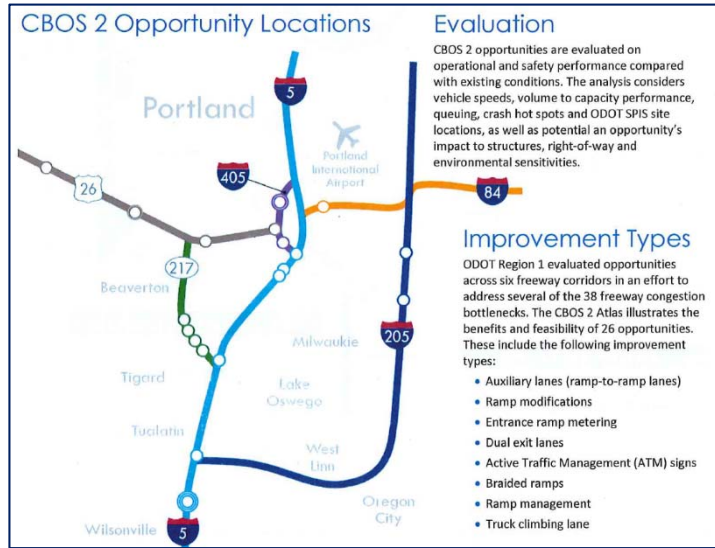
- **Revised 17th Paragraph:**
 - Existing Text:
 WHEREAS, JPACT received their notification on December 19, 2019 ~~and provided an approval recommendation to Metro Council; now therefore~~
 - Amended Paragraph:
 WHEREAS, JPACT received their notification on December 19, 2019 **and provided an amended approval recommendation that has been incorporated into Resolution 19-5051 and is now being brought to Metro Council for approval; now therefore**

Note: The revised 17th paragraph is staff driven administrative correction to tie together more clearly the new amended provisions now incorporated in Resolution 19-5051. All other paragraphs and text remain unchanged in Resolution 19-5051.

Below are the summary details for ODOT’s CBOS 2 Study:

Project 1:	Corridor Bottleneck Operations Study 2 New Project		
Lead Agency:	ODOT		
ODOT Key Number:	20227	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> • Proposed improvements: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors • Source: New MTIP project. • Funding: FHWA National Highway Performance Program (NHPP) funds • Type: Planning • Location: Along Region 1’s major Throughways including I-5, I-84, I-205, I-405, and OR217 • Overall Mile Post Limits: Multiple • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-2965 • MTIP Amendment Number: DC-04-DEC1 		
What is changing?	AMENDMENT ACTION: ADD NEW PROJECT		

This formal amendment adds the Corridor Bottleneck Operations Study (CBOS) 2 to evaluate Region 1's congestion bottlenecks. The study will identify opportunities to address congestion through safety and operational improvement on six metro area freeway corridors that include I-5, I-84, I-205, I-405, US 26, and OR217. The study will provide recommendations such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane, ramp management, etc.



Funding for the study originates from a non-MPO project Key 20227 which is having its construction phase funding re-directed to support the CBOS 2 study.

2018-2021 Active STIP		VARIOUS		2018-2021 Active STIP			
Name: Interstate Operations Improvements			Key: 20227				
Description: Funding for region-wide Interstate Operations Improvements. Projects to be selected based on infrastructure needs.							
MPO: Non-MPO		Work Type: OP-SSI		Region: 1			
Applicant: ODOT		Status: BUCKET OF FUNDS					
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2020		
Total					\$990,180.00		\$990,180.00
Fund 1				2001	\$913,144.00		
Match					\$77,036.00		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 18-21-1851		Approval Date: 1/14/2019					
Requested Action: 21400.		Reduce project funding by \$1,000,000 and move to project key 21400.					

Additional Details:	The project follow-on the study efforts accomplished in CBOS 1 which focused on I-205.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount for Key 20227 is 990,180. \$888,489 of federal NHPP is committed to the study with \$101,691 of state funds provided as the match.
Added Notes:	CBOS II Flyer details included below



Portland Region Corridor Bottleneck Operations Study 2

Overview

ODOT Region 1's Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies opportunities to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

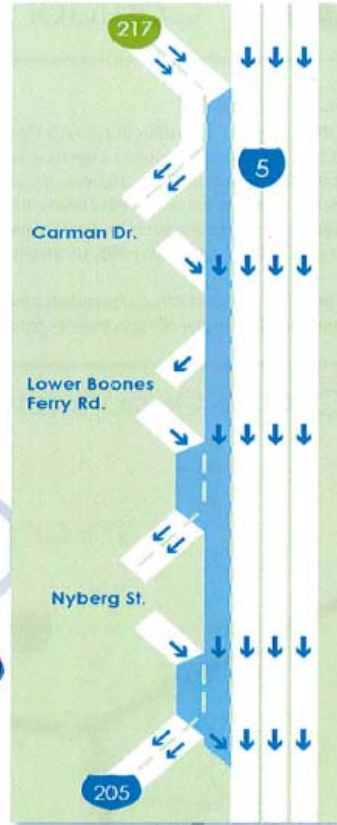
The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of opportunities from which ODOT can

select for design and construction as funding becomes available. CBOS 2 opportunities are identified and evaluated to determine potential measurable benefit and feasibility.

CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost "fixes" at spot-specific locations to address safety issues.

Example CBOS improvement: I-5 SB auxiliary lane

CBOS 2 is the second such effort to identify lower-cost projects to improve safety and operations on Portland area freeways. Several projects from the first CBOS list have been built over the last five years and shown positive impacts. For example, preliminary data illustrating the performance of the recently constructed I-5 southbound auxiliary lane between OR 217 and I-205 have shown major benefits. Prior to construction, the project area experienced five hours of congestion on an average weekday. In the initial weeks following project construction, this same area experienced about one hour of congestion on weekdays as motorists entering I-5 southbound from OR 217 can avoid weaving and lane changes all the way to I-205.



Return on Investment

This project addresses the bottleneck on this section of freeway and improves traffic flow upstream on I-5 between Capitol Highway and OR 217, as well as OR 217 southbound between OR 99W and I-5. The project cost was \$28.3 million for construction and will have an estimated delay cost savings of \$8.4 million annually to motorists.



Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December 2019 Formal MTIP amendment (DC20-04-DEC1) for the CBOS II Study will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	December 5, 2019
• TPAC notification and approval recommendation.....	December 6, 2019
• JPACT approval and recommendation to Council.....	December 19, 2019*
• Completion of public notification process.....	January 8, 2020
• Metro Council approval.....	January 16, 2020

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	January 21, 2020
• Amendment bundle submission to ODOT for review.....	January 22, 2020
• Submission of the final amendment package to USDOT.....	January 22, 2020
• ODOT clarification and approval.....	Mid February, 2020

- USDOT clarification and final amendment approval..... Mid February 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends Metro Council approve the amended Resolution 19-5051 under MTIP Amendment DC20-04-DEC1 allowing the MTIP to add ODOT's CBOS II Study.