Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, March 19, 2020 **8:00 AM** **Metro Regional Center, Council chamber**

This meeting will be held over the phone. Please send written testimony to legislativecoordinator@oregonmetro.gov. Written testimony received by 5pm on Wednesday, March 18 will be shared with the committee in advance.

1. Call To Order & Declaration of a Quorum (8:00 AM)

2. Consent Agenda (8:05 AM)

2.1 Resolution No. 20-5082, For the Purpose of Adding, Amending Existing, or Advancing Future Projects to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Which Involves the Advancement or Added Funding to Specific Project Phases for Nine ODOT 2021-2024 Draft STIP Projects, Adding a New TriMet Project and Completing a Major Scope Change to West Linn's OR43 Project (MR20-09-MAR) — COM 20-0319

Attachments: Draft Resolution No. 20-5082
Exhibit A to Resolution No. 20-5082
Memo: Revised March 2020 MTIP Formal Amendment

3. Action Items

3.1 Resolution No. 20-5088, For the Purpose of Amending and Advancing the ODOT Rose Quarter Improvement Project Preliminary Engineering and Right of Way Phases into the 2018-21 Metropolitan Transportation Improvement Program (MR20-10-MAR2) (7:50 AM) — COM 20-0322

Presenter(s): Mandy Putney, Oregon Department of Transportation
Margi Bradway, Metro

Attachments: Draft Resolution No. 20-5088
Exhibit A March 2020 Formal Amendment
Memo: March 2020 MTIP Rose Quarter Formal Amendment

4. Adjourn (8:30 AM)

Upcoming JPACT Meetings:

- *Thursday, April 16, 2020*
- *Thursday, May 21, 2020*
- *Thursday, June 18, 2020*

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءا، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights . Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

February 2017

2.1 Resolution No. 20-5082, For the Purpose of Adding, Amending Existing, or Advancing Future Projects to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Which Involves the Advancement or Added Funding to Specific Project Phases for Nine ODOT 2021-2024 Draft STIP Projects, Adding a New TriMet Project and Completing a Major Scope Change to West Linn's OR43 Project (MR20-09-MAR)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 19, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING, AMENDING EXISTING, OR ADVANCING FUTURE PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES THE ADVANCEMENT OR ADDED FUNDING TO SPECIFIC PROJECT PHASES FOR NINE ODOT 2021-2024 DRAFT STIP PROJECTS, ADDING A NEW TRIMET PROJECT AND COMPLETING A MAJOR SCOPE CHANGE TO WEST LINN'S OR43 PROJECT (MR20-09-MAR)	)	RESOLUTION NO. 20-5082 Introduced by: Chief Operating Officer Andrew Scott in concurrence with Council President Lynn Peterson

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, the Oregon Department of Transportation's (ODOT) review of the funding status of projects within the new draft 2021-2024 Statewide Transportation Improvement Program (STIP) offers ODOT an opportunity to advance seven of the nine projects in Region 1 into the current fiscal year 2020 allowing them to initiate preliminary engineering six months earlier than originally planned; and

WHEREAS, accelerating primarily the preliminary engineering phase for seven of the nine STIP projects will help ensure the projects are delivered on time and possibly mitigate some cost increases due to inflation or other factors; and

WHEREAS, six of the nine advancing STIP projects are bridge related improvement projects which now will be able to start preliminary engineering before the end of fiscal year 2020; and

WHEREAS, two of the nine advancing STIP projects are regional studies that include a Rockfall Mitigation Study to address, mitigate, and help minimize future rock slide episodes, and the Portland Metro Area Bus-on-Shoulder Pilot Study to identify and evaluate the feasibility of allowing buses to operate on roadway shoulders; and

DRAFT

WHEREAS, the Oregon Transportation Commission (OTC) approved advancing the nine STIP projects along with required funding adjustments during their January 10, 2020 meeting; and

WHEREAS, the planned OR43 Arbor Dr to Hidden Springs Rd West Linn and ODOT combined project has experienced significant cost increase projections that a scope of work evaluation and down-scoping adjustment to the project is now required to keep the project within its authorized budget; and

WHEREAS, with CMAQ funds supporting the OR 43 improvement project as part of the overall funding plan, the scope change required review and approval by the ODOT State CMAQ Manager which occurred during January 2020; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the March 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the March 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on March 6, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5082 consisting of the March 2020 Formal MTIP Amendment on March 19, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 2, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to eleven identified projects as part of Resolution 20-5082.

ADOPTED by the Metro Council this ____ day of _____ 2020.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

Metro

Proposed March 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MR20-09-MAR Total Number of Projects: 11					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **20300**	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment ADD --> **(HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.**	**ADD FUNDING** The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP
Project #2 Key 20382	70859	~~ODOT~~ **Multnomah County**	Morrison Street: Willamette River (Morrison) ~~Br~~ Bridge	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.	**COST INCREASE:** The formal amendment adds $5 million to the construction phase increasing it to $24,357,432 and advances it forward to FY 2020. The Lead Agency for the project is corrected to be Multnomah County as well.
Project #3 Key **20471**	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City replace the current structural overlay **and joints to maintain the bridge condition and structure safety**. (HB2017 Awarded Project $1,202,900 Original Award).	**ADD PHASE:** The formal amendment adds the construction phase to the project which was pushed out to 2021 and is now being advanced forward into 2020.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #4 Key **21610** **NEW PROJECT**	TBD	ODOT	**Portland Metro & Surrounding Area Rockfall Mitigation Study**	An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1.	**ADD NEW PROJECT:** The formal Amendment advances the project study from the 2021-24 STIP forward to the 2018-2021 MTIP to be obligated and implemented before the end of FY 2020
Project #5 **Key 22106** **NEW PROJECT**	TBD	ODOT	**Portland Metro Area Bus-On-Shoulder Pilot Study**	An ODOT Study to evaluate the Portland area metro freeway system to identify bus-on-shoulder opportunities	**ADD NEW PROJECT:** The formal Amendment advances the project study from the 2021-24 STIP forward into FY 2020 to be obligated and implemented before the end of FY 2020
Project #6 **Key 21707** **NEW PROJECT**	TBD	ODOT	**US30B: St Johns (Willamette River) Bridge**	Design for future repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.	**ADD NEW PROJECT** The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018021 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
Project #7 **Key 21710** **NEW PROJECT**	TBD	ODOT	**US30: Troutdale (Sandy River Bridge)**	Design for future repair of bridge footing erosion to protect the structure from further damage.	**ADD NEW PROJECT** The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018021 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #8 **Key 21712** **NEW PROJECT**	TBD	ODOT	**OR99W: Rock Creek Bridge**	Design for future installation of new bridge rail to meet current safety standards.	**ADD NEW PROJECT** The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018021 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
Project #9 **Key 21882** **NEW PROJECT**	TBD	ODOT	**Hawthorne Bridge Ramp to OR99E (Portland)**	Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A)	**ADD NEW PROJECT** The formal amendment advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018021 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP.
Project #10 **Key TBD** **NEW PROJECT**	TBD	TriMet	**TriMet Operator Safety and Rider Awareness**	Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics	**ADD NEW PROJECT** The formal amendment adds TriMet's new discretionary Section 5312 grant from the Federal Transit Administration's (FTA) Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement funding program.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
~~Project # Key **20849**~~	~~70935~~	~~TriMet~~	~~Red Line Extension to Gateway Double Track Project~~	~~Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development~~	~~**ADVANCE & ADD PHASES:**~~ ~~The formal amendment adds the full transit final engineering programming needs (project specifications and Estimates) to complete final design and project costs, adds the Right-of-Way and Construction phases, plus adds the rail car procurement separate from construction in the Other phase. The total programming amount is $206 million.~~
ADDED Note for Key 20849: Per official comment received from TriMet through a 2/27/2020 teleconference, Key 20849, Red Line Extension project is being removed from the March 2020 MTIP Formal Amendment bundle. It will be re-submitted next month as part of the April 2020 MTIP Formal Amendment bundle. The reason for the removal stems from the Federal Transit Agency denial to allow the full project to be programmed prior to award of the FTA Section 5309 Small Starts grant. The final engineering requirements can be added to the MTIP into the Preliminary Engineering phase currently. However, TriMet has requested additional time to refine the final engineering funding composition and costs. Rather than provide soft cost estimates now that will trigger additional amendments, Metro agrees with TriMet that this is a more efficient approach. As of 2/28/2020, Key 20849 is removed from the March 2020 MTIP Formal Amendment bundle. - Ken Lobeck, Metro Funding Programs Lead					
Project #11 Key **20329**	71056	West Linn	OR43: Arbor Dr - Hidden Springs Rd	Construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7500 sq ft. of new road extending Hidden Springs Rd to Old River Rd (19-21 RFFA award project)	**SCOPE CHANGE:** The formal amendment adjusts the project scope to fit within the budget constraints. Upon review of the project scope elements, project design and construction phases were identified as insufficiently funded. After the evaluation and advanced scoping efforts, the project will move forward with constructing the southern portion of the project (Hidden Springs to Cedar Oaks) and the Marylhurst intersection

Metro

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

Formal Amendment
ADD FUNDING
4th Amendment to Project

Lead Agency: ODOT		Project Type:	O&M	**ODOT Key:**	**20300**
Project Name: US26: OR217 - Cornell Rd	**1**	ODOT Type	Preserve	**MTIP ID:**	**70941**
		Performance Meas:	Yes	**Status:**	**4**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2022**
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	Yes	RTP ID:	12094
		On State Hwy Sys:	US26	RFFA ID:	N/A
Short Description: Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment. ADD --> **(HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.**		Mile Post Begin:	66.35	RFFA Cycle:	N/A
		Mile Post End:	69.19	UPWP:	Yes
		1st Year Program'd:	2019	Past Amend:	0
		Years Active:	2	OTC Approval:	No
		STIP Amend #: 18-21-3620		MTIP Amnd #: MR20-09-MAR	

Detailed Description: none --> ADD On US26 from OR217 eastbound to just slightly past Cornell Rd (MP 66.35 to 69.19), repave approximately 2.84 miles of roadway mainline for pavement condition improvement needs and to extend service life and include bridge maintenance over OR 217 (Bridges #06980A and #09345). Apply High friction surface pavement treatment (HSFT) as safety treatment to roadway.

STIP Description: Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
~~NHPP~~	~~Z001~~	~~2019~~		~~$ 404,097~~				$ -
~~ADVCON~~	~~ACP0~~	~~2019~~		~~$ 493,202~~				$ -
ADVCON	**ACP0**	**2019**		**$ 1,000,438**				$ 1,000,438
ADVCON	**ACP0**	**2020**			**$ 179,460**			$ 179,460
							Federal Totals:	**$ 1,179,898**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds								
~~State~~	~~Match~~	~~2019~~	~~-~~	~~$ 46,251~~				$ -
~~State~~	~~Match~~	~~2019~~		~~$ 56,449~~				$ -
State	**Match**	**2019**		**$ 111,401**				$ 111,401
State	**Match**	**2020**			**$ 20,540**			$ 20,540
							State Total:	**$ 20,540**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ 999,999~~	$ -	$ -	$ -	~~$ 999,999~~
Phase Totals After Amend:				**$ 1,111,839**	**$ 200,000**	$ -	$ -	**$ 1,311,839**
							Year Of Expenditure (YOE):	$ 10,592,050

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.

> Construction phase estimate per draft 2021-24 STIP is $9,268,975. Estimated total project cost is $10,592,050

> Construction phase is planned for FY 2021 and is added currently included in the 2021-24 draft STIP document in Key 20300.

Amendment Summary:

> The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP. The construction phase will be added to the 2021-26 MTIP as well. A formal amendment is required as funding from outside the constrained 2018-21 STIP are being advanced into the current 2018-21 STIP and MTIP. An ARTS project to apply high friction surface pavement treatment (HFST) on OR217 at the US26 westbound ramp was selected for the 21-24 STIP. This project will help drivers maintain control of vehicles in wet conditions, increasing safety. The location of this ARTS project aligns with current STIP project US26: OR217 - Cornell Rd (K20300), which is presently in design. We therefore propose to add the ARTS project to K20300, enabling faster and more efficient delivery of this critical safety treatment. This entails advancing $111,839 in 21-24 ARTS funding to the PE phase of K20300.

> Will Performance Measurements Apply: Yes

RTP References:
> RTP ID: 12094 - Highway Pavement Maintenance
> RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

Fund Codes:
> NHPP = Federal National Highway Performance Program funding allocated to ODOT
> ADVCON = Federal Advance Construction fund type code used as a placeholder when the actual federal fund type code is not known or available to be committed to the project. This allows ODOT the ability to continue charging to the project phase until the federal conversion code is determined.
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.

Metro

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

Formal Amendment
COST INCRAESE
2nd Amendment to Project

Lead Agency: ~~ODOT~~ **Multnomah County**

Project Name: Morrison Street: Willamette River (Morrison) ~~Br~~ **Bridge**

2

Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).

Short Description: Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.

Project Type:	Bridge	**ODOT Key:**	**20382**
ODOT Type	Bridge	**MTIP ID:**	**70859**
Performance Meas:	Yes	**Status:**	**4**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Conformity Exempt:	Yes	RTP ID:	12092
On State Hwy Sys:	No	RFFA ID:	N/A
Mile Post Begin:	N/A	RFFA Cycle:	N/A
Mile Post End:	N/A	UPWP:	Yes
Length:	N/A	UPWP Cycle:	SFY 20
1st Year Program'd:	2018	Past Amend:	1
Years Active:	3	OTC Approval:	Yes
STIP Amend #: 18-21-3582		MTIP Amnd #: MR20-09-MAR	

Detailed Description: None currently

STIP Description: Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings, paint. Add a maintenance access catwalk for the fixed river spans.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
NHPP	~~Z001~~ **MOE1**	2018		$ 1,783,840				$ 1,783,840
NHPP	Z001	2020					$ 17,369,424	$ 17,369,424
ADVCON	**ACP0**	**2020**					**$ 4,486,500**	$ 4,486,500
								$ -
							Federal Totals:	**$ 23,639,764**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds								
								$ -
								$ -
							State Total:	$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local	Match	2018		$ 204,168				$ 204,168
Local	Match	2020					$ 1,988,008	$ 1,988,008
Local	**Match**	**2020**					**$ 513,500**	$ 513,500
							Local Total	**$ 513,500**
Phase Totals Before Amend:			$ -	$ 1,988,008	$ -	$ -	~~$ 19,357,432~~	~~$ 21,345,440~~
Phase Totals After Amend:				$ 1,988,008	$ -	$ -	**$ 24,357,432**	**$ 26,345,440**
							Year Of Expenditure (YOE):	$ 26,345,440

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.

> Cost change in adding $5 million = 23.4% cost in crease which exceeds the 20% threshold for $1 million dollar or greater project costs.

Amendment Summary:

The formal amendment adds $5 million to the construction phase and advances it forward to FY 2020. Previously, Multnomah County had been awarded $21,345,440 for K20382, a paint project on the main spans of Morrison Bridge. The award for K20382 was less than the County had originally requested ($26,586,000). Since that time, County's design consultant has performed estimates for the cost of various combinations of work on the bridge, and has determined that by transferring $5,000,000 from the 21-24 project to K20382, they can complete the entire original scope of the paint project and paint all of the portions of Morrison Bridge over the Willamette River. The Local Bridge Program has approved their request to transfer/advance $5M from Draft STIP K21884 to K20382.

> Will Performance Measurements Apply: Yes

RTP References:
> RTP ID: 12092 - Bridge Rehabilitation & Repair
> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:
> NHPP = Federal National Highway Performance Program funding allocated to ODOT
> ADVCON = Federal Advance Construction fund type code used as a placeholder when the actual federal fund type code is not known or available to be committed to the project. This allows ODOT the ability to continue charging to the project phase until the federal conversion code is determined.
> Local = General local agency funds provided by the lead or supporting agency as part of the required match, or to cover overmatching project costs and needs

Other
> NHS Route: No
> Metro Modeling Network: Yes - Motor Vehicle Network
> ID Type: Major Arterial
> Regionally Significant Project: Yes

Metro

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

Formal Amendment
ADD PHASE
4th Amendment to Project

Lead Agency: ODOT

Project Name: OR99W: Tualatin River Northbound Bridge

3

Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).

Short Description: On OR99W near King City replace the current structural overlay **and joints to maintain the bridge condition and structure safety.** (HB2017 Awarded Project $1,202,900 Original Award).

Project Type:	Bridge	**ODOT Key:**	**20471**
ODOT Type	Bridge	**MTIP ID:**	**70999**
Performance Meas:	Yes	**Status:**	**4**
Capacity Enhancing:	No	**Comp Date:**	**12/1/2022**
Conformity Exempt:	Yes	RTP ID:	12092
On State Hwy Sys:	US30	RFFA ID:	N/A
Mile Post Begin:	5.23	RFFA Cycle:	N/A
Mile Post End:	6.46	UPWP:	N/A
Length:	N/A	UPWP Cycle:	N/A
1st Year Program'd:	2018	Past Amend:	4
Years Active:	3	OTC Approval:	Yes
STIP Amend #: 18-21-3585		MTIP Amend #: MR20-09-MAR	

Detailed Description: On OR99W near King City **(from MP 12.12 to MP 12.23) near SW Hazelbrook Rd**, replace the current structural overlay **and joints to maintain the bridge condition and structural safety**. (HB2017 Awarded Project, $1,202,900 Original Award).

STIP Description: Design for a future construction project to replace the current bridge surface.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
NHPP	Z001	2018		$ 987,030				$ 987,030
ADVCON	**ACP0**	**2020**					**$ 1,079,362**	$ 1,079,362
								$ -
								$ -
							Federal Totals:	**$ 2,066,392**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds								
State	Match	2018		$ 112,970				$ 112,970
State	**Match**	**2020**					**$ 123,538**	$ 123,538
								$ -
								$ -
							State Total:	**$ 236,508**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	$ 1,100,000	$ -	$ -	$ -	~~$ 1,100,000~~
Phase Totals After Amend:			$ -	$ 1,100,000	$ -	$ -	**$ 1,202,900**	**$ 2,302,900**
							Year Of Expenditure (YOE):	$ 2,302,900

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.
> Adding the construction phase funding results in a $1,202,900 increase to the project which = 109% increase to the project. This exceeds the 20% threshold for projects that cost $1 million or greater. Second, adding the construction phase regardless of amount requires a formal amendment/ Third, the funds are originating from outside the current constrained years of the MTIP which also requires a formal amendment.

Amendment Summary:

The formal amendment The Construction phase of this project was pushed from the 18-21 to the 21-24 STIP via the Recalibration exercise that occurred in June 2019. This allowed ODOT to reallocate the 18-21 funds to projects with a more immediate need. Now, we propose to advance the 21-24 phase and funding to deliver Construction in FY20. The current overlay has dense cracking in some areas and large cracks in others. The overlay has reached the end of its service life.
Advancing Construction to 2020 will get this project to construction a year before the Oregon 217 Aux Lane project to reduce anticipated traffic impacts. In addition, there is potential for lower bid prices when constructed earlier.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP IDs:12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:
> NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System
> ADVCON = Federal Advanced Construction funds. ADCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Other:
NHS Route: Yes. OR99W in this area is defined as a "Other NHS Routes" in the NHS system
Metro Modeling network: Yes - Motor Vehicle
Model Type: Major Arterial
TCM Project: No

Metro

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

Formal Amendment
NEW PROJECT
Initial Project Programming

Lead Agency: ODOT

Project Name: Portland Metro & Surrounding Area Rockfall Mitigation Study

4

Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

Short Description: An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1.

Project Type:	Planning	**ODOT Key:**	**21610**
ODOT Type	Planning	**MTIP ID:**	**TBD**
Performance Meas:	No	**Status:**	**1**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Conformity Exempt:	Yes	RTP ID:	None
On State Hwy Sys:	Various	RFFA ID:	N/A
Mile Post Begin:	N/A	RFFA Cycle:	N/A
Mile Post End:	N/A	UPWP:	Admin
Length:	N/A	UPWP Cycle:	SFY 19-20
1st Year Program'd:	2020	Past Amend:	0
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3624		MTIP Amnd #: MR20-09-MAR	

Detailed Description: Investigate rockfall and hazardous tree potential at various sites in the region and identify future projects. Develop a plan to address the most urgent needs for rockfall mitigation. The study will provide increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.

STIP Description: This study will identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	**ACP0**	**2020**	**$ 224,325**					$ 224,325
								$ -
								$ -
							Federal Totals:	**$ 224,325**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds								
State	Match	2020	$ 25,675					$ 25,675
								$ -
								$ -
							State Total:	$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
								$ -
								$ -
							Local Total	$ -
Phase Totals Before Amend:			~~$ -~~	$ -	$ -	$ -	$ -	~~$ -~~
Phase Totals After Amend:			$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
							Year Of Expenditure (YOE):	$ 250,000

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment advances the project study from the 2021-24 STIP in FY 2021 to FY 2020 into the current 2018-21 MTIP allowing it to obligated and be implemented by the end of FY 2020. The Portland Metro & Surrounding Area Rockfall Mitigation Study is regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1. Anticipated benefits are expected to produce an increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: None

> RTP Description: N/A

> UPWP Amendment required: ?

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

Fund Codes:

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.

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

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT

Project Name: Portland Metro Area Bus-On-Shoulder Pilot Study

5

Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

Short Description: An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities.

Project Type:	Planning	**ODOT Key:**	**22106**
ODOT Type	Planning	**MTIP ID:**	**TBD**
Performance Meas:	No	**Status:**	**1**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Conformity Exempt:	Yes	RTP ID:	None
On State Hwy Sys:	Various	RFFA ID:	N/A
Mile Post Begin:	N/A	RFFA Cycle:	N/A
Mile Post End:	N/A	UPWP:	Admin
Length:	N/A	UPWP Cycle:	SFY 19-20
1st Year Program'd:	2020	Past Amend:	4
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3625		MTIP Amend #: MR20-09-MAR	

Detailed Description: **An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities. This is anticipated to include a system-wide geometric assessment, identification of potential pilot project corridors, coordination with regional partners, and development of Concept of Operations for each corridor. (Split from Key 21611 project grouping bucket)**

STIP Description: Evaluate the Portland metro freeway system to identify bus-on-shoulder opportunities.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	**ACP0**	**2020**	**$ 269,190**					$ 269,190
								$ -
								$ -
							Federal Totals:	**$ 269,190**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	**Match**	**2020**	**$ 30,810**					$ 30,810
								$ -
								$ -
							State Total:	**$ 30,810**

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			~~$ -~~	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			**$ 300,000**	$ -	$ -	$ -	$ -	**$ 300,000**
							Year Of Expenditure (YOE):	$ 300,000

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment advances the ODOT planning study from the 2021-24 STIP forward into the current 2018-21 MTIP to be obligated and implemented before the end of FY 2020. The study is proposed to include and system-wide geometric assessment, identification of potential pilot project corridors, coordination with regional partners, and development of Concept of Operations for each corridor.

> Will Performance Measurements Apply: No

RTP References:

> RTP IDs: None
> RTP Description: N/A
> UPWP Required: Yes
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and technical studies.

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Other:
NHS Route: No-N/A
Metro Modeling network: No-N/A
Model Type: N/A
TCM Project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT

Project Name: US30B: St Johns (Willamette River) Bridge

6

Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

Short Description: Design for future repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.

Project Type:	Bridge	**ODOT Key:**	**21707**
ODOT Type	Bridge	**MTIP ID:**	**TBD**
Performance Meas:	Yes	**Status:**	**1**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2023**
Conformity Exempt:	Yes	RTP ID:	12092
On State Hwy Sys:	US30B	RFFA ID:	N/A
Mile Post Begin:	0.87	RFFA Cycle:	N/A
Mile Post End:	0.95	UPWP:	No
Length:	0.08	UPWP Cycle:	N/A
1st Year Program'd:	2020	Past Amend:	0
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3627		MTIP Amnd #: MR20-09-MAR	

Detailed Description: On US30 Bypass in Northern Portland from MP 0.87 to 0.95 (0.08 miles), reconstruct and repair columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure to increase safety and extend the bridge life.

STIP Description: Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	**ACP0**	**2020**		**$ 1,471,585**				$ 1,471,585
								$ -
								$ -
							Federal Totals:	**$ 1,471,585**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	**Match**	**2020**		**$ 168,430**				$ 168,430
								$ -
								$ -
							State Total:	**$ -**

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ -~~	$ -	$ -	$ -	$ -
Phase Totals After Amend:				**$ 1,640,015**	$ -	$ -	$ -	**$ 1,640,015**
							Year Of Expenditure (YOE):	$ 13,284,662

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 advances the project Preliminary Engineering (PE) phase from the 2021-24 STIP and from FY 2021 to FY 2020 into the current 2018021 STIP and MTIP. Only the PE phase is being added to the 2018-21 MTIP and STIP. The PE phase will provide the required designs for future repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.

> Will Performance Measurements Apply: No - No for the PE phase. Yes to the bridge repairs.

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation and Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP actions: Not required.

Fund Codes:

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

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

Other

> On NHS: Yes. The project is identified as a MAP-21 NHS Principal Arterial

> Metro Model: Yes - Motor Vehicle

> Model category and type: Major Arterial

> TCM project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT

Project Name: US30: Troutdale (Sandy River) Bridge

7

Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

Short Description: **Design for future repair of bridge footing erosion to protect the structure from further damage.**

Project Type:	Bridge	**ODOT Key:**	**21710**
ODOT Type	Bridge	**MTIP ID:**	**TBD**
Performance Meas:	Yes	**Status:**	**1**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2024**
Conformity Exempt:	Yes	RTP ID:	12092
On State Hwy Sys:	US30	RFFA ID:	N/A
Mile Post Begin:	-0.01	RFFA Cycle:	N/A
Mile Post End:	0.03	UPWP:	No
Length:	0.04	UPWP Cycle:	N/A
1st Year Program'd:	2020	Past Amend:	0
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3628		MTIP Amnd #: MR20-09-MAR	

Detailed Description: **In northeastern Multnomah County near Troutdale on Historic Columbia River Highway at the Sandy River, reconstruct/repair the Troutdale (Sandy River) Bridge footing to protect the structure from further damage**

STIP Description: Design for future repair of bridge footing erosion to protect the structure from further damage.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	**ACP0**	**2020**		**$ 602,427**				$ 602,427
								$ -
								$ -
							Federal Totals:	**$ 602,427**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	**Match**	**2020**		**$ 68,950**				$ 68,950
								$ -
								$ -
							State Total:	**$ -**

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$~~	$ -	$ -	$ -	$ -
Phase Totals After Amend:				**$ 671,377**	$ -	$ -	$ -	**$ 671,377**
							Year Of Expenditure (YOE):	$ 4,969,054

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 advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP to the current 2018-2021 STIP and MTIP into FY 2020. This will allow PE to be obligated and be implemented before the end of FY 2020. The Troutdale (Sandy River) Bridge repairs will focus on the bridge footing erosion to protect the structure from further damage. This project was selected for the 21-24 STIP. Only PE is being advanced

> Will Performance Measurements Apply: No to the PE Phase, Yes to the over all project improvement.

RTP References:

> RTP ID: 12092

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

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

Fund Codes:

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: ODOT

Project Name: OR99W: Rock Creek Bridge

8

Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

Short Description: Design for future installation of new bridge rail to meet current safety standards

Project Type:	Bridge	**ODOT Key:**	**21712**
ODOT Type	Bridge	**MTIP ID:**	**TBD**
Performance Meas:	Yes	**Status:**	**1**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2023**
Conformity Exempt:	Yes	RTP ID:	12092
On State Hwy Sys:	OR99W	RFFA ID:	N/A
Mile Post Begin:	13.82	RFFA Cycle:	N/A
Mile Post End:	13.84	UPWP:	No
Length:	0.02	UPWP Cycle:	N/A
1st Year Program'd:	2020	Past Amend:	0
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3629		MTIP Amnd #: MR20-09-MAR	

Detailed Description: In Washington County on OR99W from MP 13.82 to 13.84 near the Tualatin River National Wildlife Refuge, design and install a new bridge rail to meet current safety standards

STIP Description: Design for future installation of new bridge rail to meet current safety standards

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	**ACP0**	**2020**		**$ 66,471**				$ 66,471
								$ -
								$ -
							Federal Totals:	**$ 66,471**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	**Match**	**2020**		**$ 7,608**				$ 7,608
								$ -
								$ -
							State Total:	**$ -**

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$~~	$ -	$ -	$ -	$ -
Phase Totals After Amend:				**$ 74,079**	$ -	$ -	$ -	**$ 74,079**
							Year Of Expenditure (YOE):	$ 763,184

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 advances the preliminary engineering (PE) phase from the 2021-24 STIP in FY 2021 forward to FY 2020. This will allow the e PE phase to obligate and be implemented before the end of Y 2020 helping a more efficient delivery. The focus of the project is to install a new bridge rail to meet current safety standards.

> Will Performance Measurements Apply: No to PE, yes to the overall project.

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> No action to the UPWP is required.

Fund Codes:

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.

> 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

Other

> On NHS:

> Metro Model: Yes, Motor Vehicle

Model category and type: Major Arterial

TCM project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency:	**ODOT**	Project Type:	Bridge	**ODOT Key:**	**21882**
Project Name: Hawthorne Bridge Ramp to OR99E (Portland)	**9**	ODOT Type	Bridge	**MTIP ID:**	**TBD**
		Performance Meas:	Yes	**Status:**	**1**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2023**
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Conformity Exempt:	Yes	RTP ID:	12092
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
Short Description: Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A)		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	Yes
		STIP Amend #: 18-21-3630		MTIP Amnd #: MR20-09-MAR	

Detailed Description: In Portland from the east end of Hawthorne Bridge at the Willamette River eastbound across the approach ramps on SE Madison St and SE Hawthorne Blvd to OR99E (SE Grand Ave), replace bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage

STIP Description: Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
ADVCON	ACP0	2020		$ 1,454,036				$ 1,454,036
								$ -
								$ -
							Federal Totals:	**$ 1,454,036**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**

State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020		$ 166,421				$ 166,421
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ -~~	$ -	$ -	$ -	$ -
Phase Totals After Amend:				**$ 1,620,457**	$ -	$ -	$ -	**$ 1,620,457**
							Year Of Expenditure (YOE):	$ 9,553,990

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 advances the Preliminary Engineering (PE) phase from the 2021-24 STIP in FY 2021 forward to FY 2020 into the current 2018-2021 STIP and MTIP to allow the PE phase to obligate and be implemented before the end of FY 2020. Construction is proposed for FY 2022 and is intended to replace bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage.

> Will Performance Measurements Apply: No to PE phase, Yes, once construction is initiated.

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> No actions to the UPWP are not required.

Fund Codes:

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.

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

Other

> On NHS: No

> Metro Model: Yes, Motor Vehicle Modeling network

> Model category and type: SE Hawthorne is identified as a Minor Arterial

> TCM project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet

Project Name: TriMet Operator Safety and Rider Awareness

10

Project Status: T22 = Programming actions in progress or programmed in current MTIP

Short Description: **Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary)**

Project Type:	Transit	**ODOT Key:**	**TBD**
ODOT Type	Transit	**MTIP ID:**	**TBD**
Performance Meas:	Yes	**Status:**	**T22**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Conformity Exempt:	Yes	RTP ID:	11016
On State Hwy Sys:	No	RFFA ID:	N/A
Mile Post Begin:	N/A	RFFA Cycle:	N/A
Mile Post End:	N/A	UPWP:	No
Length:	N/A	UPWP Cycle:	N/A
1st Year Program'd:	2020	Past Amend:	0
Years Active:	1	OTC Approval:	Yes
STIP Amend #: TBD		MTIP Amnd #: MR20-09-MAR	

Detailed Description: **FTA discretionary 5312 grant from the 2019 Human Trafficking Awareness and Public Safety Initiative Awarded under the Crime Prevention and Public Awareness category to develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.**

STIP Description: TBD

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5312		**2020**					**$ 151,052**	$ 151,052
								$ -
								$ -
							Federal Totals:	**$ 151,052**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**

State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2020**					**$ 57,763**	$ 57,763
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 208,815**	$ 208,815
							Year Of Expenditure (YOE):	$ 208,815

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 new discretionary FTA Section 5312 grant to the MTIP and STIP. The grant award will enable TriMet to develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The 5313 grant award total $151,052 with a local match requirement of $57,763 for a total project cost of $208,815

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11016 - Operating Capital: Safety & Security Phase 2

> RTP Description: Safety enhancements, CCTV, Transit Police.

> No action to the UPWP is required.

Fund Codes:

> 5312 = Federal FTA Section 5312 funds allocated in a discretionary basis base din the funding program and grant award winners

> Local = General local funds provided by the lead agency as part of the required match

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

Metro

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

Formal Amendment
SCOPE CHANGE
3rd Amendment to Project

Lead Agency: WEST LINN

11

Project Name: ~~**OR43: Arbor Dr - Hidden Springs Rd**~~
OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)

Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).

Short Description: ~~Construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7,500 sq ft. of new road extending Hidden Springs Rd to Old River Rd (19-21 RFFA award project)~~
Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. (RFFA 2019-21 award cycle).

Project Type:	Active Trns	**ODOT Key:**	**20329**
ODOT Type	BikePed	**MTIP ID:**	**70882**
Performance Meas:	Yes	**Status:**	**4**
Capacity Enhancing:	No	**Comp Date:**	**12/31/2022**
Conformity Exempt:	Yes	RTP ID:	11746
On State Hwy Sys:	OR43	RFFA ID:	50285
Mile Post Begin:	~~8.04~~ **8.43**	RFFA Cycle:	2019-21
Mile Post End:	~~9.22~~ **8.90**	UPWP:	No
Length:	~~1.18~~ **0.47**	UPWP Cycle:	N/A
1st Year Program'd:	2018	Past Amend:	2
Years Active:	3	OTC Approval:	No
STIP Amend #: 18-21-0962		MTIP Amnd #: MR20-09-MAR	

Detailed Description: ~~In West Linn on OR 43 between MP 8.04 to 9.22, construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7,500 sq ft. of new road extending Hidden Springs Rd to Old River Rd~~
In West Linn on OR 43 between MP 8.43 to 8.90 (0.47 miles), Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst

STIP Description: Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs (connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. These improvements will provide a safe and critical link for bicycle riders and pedestrians along this section of roadway.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
~~TAP-U~~	~~Z301~~	~~2018~~		~~$ 563,721~~				
TAP-U	**Z301**	**2018**		**$ 664,235**				$ 664,235
CMAQ	**Z400**	**2018**		**$ 386,618**				$ 386,618
~~ADVCON~~	~~ACP0~~	~~2020~~			~~$ 294,696~~			
ADVCON	**ACP0**	**2021**			**$ 294,696**			$ 294,696
CMAQ	**ACP0**	**2021**				**$ 67,010**		$ 67,010
~~ADVCON~~	~~ACP0~~	~~2021~~					~~$ 241,584~~	
~~CMAQ~~	~~Z400~~	~~2021~~					~~$ 3,000,000~~	
CMAQ	**Z400**	**2021**					**$ 2,687,441**	$ 2,687,441
								$ -
							Federal Totals:	**$ 4,100,000**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
~~Local~~	~~Match~~	~~2018~~		~~$ 64,520~~				
~~Other~~	~~OVM~~	~~2018~~		~~$ 213,007~~				
Local	**Match**	**2018**		**$ 76,025**				$ 76,025
Other	**OVM OTH0**	**2018**		**$ 397,075**				
Local	**Match**	**2018**		**$ 44,250**				$ 44,250
~~Local~~	~~Match~~	~~2020~~			~~$ 33,729~~			
~~Other~~	~~OVM OTH0~~	~~2020~~			~~$ 111,354~~			
Local	**Match**	**2021**			**$ 33,729**			$ 33,729
Other	**OTH0**	**2021**			**$ 111,354**			$ 111,354
Local	**Match**	**2021**				**$ 7,670**		$ 7,670
Other	**OVM OTH0**	**2021**				**$ 25,320**		$ 25,320
~~Local~~	~~Match~~	~~2021~~					~~$ 27,650~~	
~~Local~~	~~Match~~	~~2021~~					~~$ 343,363~~	
Local	**Match**	**2021**					**$ 307,590**	$ 307,590
~~Other~~	~~OVM OTH0~~	~~2021~~					~~$ 1,224,579~~	
Other	**OVM OTH0**	**2021**					**$ 1,015,190**	$ 1,015,190
							Local Total	**$ 1,015,190**
Phase Totals Before Amend:			$ -	~~$ 841,248~~	$ 439,779	~~$ -~~	~~$ 4,837,176~~	$ 6,118,203
Phase Totals After Amend:				**$ 1,568,203**	$ 439,779	**$ 100,000**	**$ 4,010,221**	**$ 6,118,203**
							Year Of Expenditure (YOE):	$ 6,118,203

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 adjusts the project scope to fit within the budget constraints. Upon review of the project scope elements, project design and construction phases were identified as insufficiently funded. Several factors contributed to the funding shortfall, but a key issues was not properly identifying all federal and state requirements within the federal transportation project delivery process. Once the funding shortfall was identified, Metro, West Linn, and ODOT reviewed the project scope and evaluated what scope adjustments could occur based on the available budget. Since the project also included Congestion Air Quality (CMAQ) funding, any and all proposed scope changes were reviewed and approved by the State CMAQ Manager. After the evaluation and advanced scoping efforts, the project will move forward with constructing only the southern portion of the project (Hidden Springs to Cedar Oaks) and the Marylhurst intersection. The total project funding of $6.1M is being redistributed between phases to allow for complete design and construction of the revised project limits. A Utility Relocation (UR) phase also has been added to the project as part of the scope adjustment. The project name and description have been updated as well.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11046 - OR 43 Multimodal Improvements -Arbor Dr. to Mary S. Young Park

> RTP Description: Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.

> No action to the UPWP is required.

Fund Codes:

> TAP-U = Federal Transportation Alternatives Program funding that support non-roadway type improvements such as pedestrian and bicycle facility improvements. TAP funds are appropriated to ODOT and allocated to Metro.

> CMAQ = Federal Congestion Mitigation Air Quality improvement funds allocated to Metro by state formula. CMAQ funds support projects that provide direct and quantifiable air quality improvements

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = Additional local funds committed to the project beyond the match to cover required phase costs.

Other

> On NHS: Yes. OR 43 is identified as an "Other NHS Route" on the NHS

> Metro Model: Yes - Pedestrian & Bicycle

Model category and type: Pedestrian Parkway and Bicycle Parkway

TCM project: Yes

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 9, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Revised March 2020 MTIP Formal Amendment & Resolution 20-5082 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING, AMENDING EXISTING, OR ADVANCING FUTURE PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES THE ADVANCEMENT OR ADDED FUNDING TO SPECIFIC PROJECT PHASES FOR NINE ODOT 2021-2024 DRAFT STIP PROJECTS, ADDING A NEW TRIMET PROJECT AND COMPLETING A MAJOR SCOPE CHANGE TO WEST LINN'S OR43 PROJECT (MR20-09-MAR)

BACKROUND
The March 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment advances nine ODOT 2021-2024 new draft State Transportation Improvement Program (STIP) projects into FY 2020 allowing them to start now, and adds TriMet's new Operator Safety Awareness FTA section 5312 grant award, and completes a major scope change to West Linn's OR43 project.

Per discussion at the 3-5-2020 TPAC, the Rose Quarter Improvement Project in Key 19071 has been separated and removed from the March 2020 Formal Amendment Bundle. It will proceed to JPACT under its own Resolution and Amendment numbers. These are Resolution 20-5088 and MTIP Amendment Number MR20-10-MAR2.

What is the requested action?
TPAC recommends JPACT approve Resolution 20-5082 consisting of eleven projects and does not include the Rose Quarter Improvement Project and recommends approval to Metro Council allowing the MTIP to amend, advance, or add the eleven identified projects impacting ODOT, TriMet, and West Linn with final approval from USDOT.

Proposed March 2020 Formal Amendment Bundle
Amendment Type: Formal/Full
Amendment #: MR20-09-MAR
Total Number of Projects: 11

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key **19071**	10867	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, ~~continue prior planning and project development efforts of the Broadway-Weidler Facility~~ **odal ude: iliary) y ke and g, and improved bike and pedestrian facilities**	**ADD FUNDING** The formal amendment adds $48,126,545 to the PE phase increasing it to $71.3 million. It also adds $58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to $129,391,997. OTC approval was required and occurred during their January 2020 Meeting

Key 19071 Rose Quarter Improvement Project is deleted from Resolution 20-5082 Formal Amendment Bundle and added to Resolution 20-5088

The remaining eleven projects that TPAC recommends to be included in Resolution 20-5082 are as follows:

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key **20300**	70941	ODOT	US26: OR217 – Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment **(HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.**	**ADD FUNDING** The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP
Project #2 Key **20382**	70859	~~ODOT~~ Multnomah County	Morrison Street: Willamette River (Morrison) ~~Br~~ Bridge	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.	**COST INCREASE:** The formal amendment adds $5 million to the construction phase increasing it to $24,357,432 and advances it forward to FY 2020. The Lead Agency for the project is corrected to be Multnomah County as well.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #3 Key **20471**	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City replace the current structural overlay **and joints to maintain the bridge condition and structure safety.** (HB2017 Awarded Project $1,202,900 Original Award).	**ADD PHASE:** The formal amendment adds the construction phase to the project which was pushed out to 2021 and is now being advanced forward into 2020.
Project #4 Key **21610**	TBD	ODOT	**Portland Metro & Surrounding Area Rockfall Mitigation Study**	An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1.	**ADD NEW PROJECT** The formal amendment advances the project study from the 2021-24 STIP in FY 2021 to FY 2020 into the current 2018-21 MTIP allowing it to obligated and be implemented by the end of FY 2020.
Project #5 Key **22106**	TBD	ODOT	**Portland Metro Area Bus-On-Shoulder Pilot Study**	An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities.	**ADD NEW PROJECT** The formal amendment advances the ODOT planning study from the 2021-24 STIP forward into the current 2018-21 MTIP to be obligated and implemented before the end of FY 2020
Project #6 Key **21707**	TBD	ODOT	**US30B: St John's (Willamette River) Bridge**	Design for future repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #7 Key **21710 NEW PROJECT**	TBD	ODOT	**US30: Troutdale (Sandy River) Bridge**	Design for future repair of bridge footing erosion to protect the structure from further damage.	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #8 **Key 21712 NEW PROJECT**	TBD	ODOT	**OR99W: Rock Creek Bridge**	Design for future installation of new bridge rail to meet current safety standards	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #9 **Key 21882 NEW PROJECT**	TBD	ODOT	**Hawthorne Bridge Ramp to OR99E (Portland)**	Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A)	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #10 **Key TBD NEW PROJECT**	TBD	TriMet	TriMet Operator Safety and Rider Awareness	Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics	**ADD NEW PROJECT** The formal amendment adds TriMet's new discretionary Section 5312 grant from the Federal Transit Administration's (FTA) Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement funding program.
~~Project #12 Key **20849**~~	~~70935~~	~~TriMet~~	~~Red Line Extension to Gateway Double Track Project~~ ~~**MAX Red Line Extension & Reliability Improvements**~~	~~Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.~~ ~~**Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform stations.**~~	~~**ADVANCE & ADD PHASE:** The formal amendment adds the PE phase supporting final engineering needs for the MAX Red Line Extension Project construction in the Other phase. The total programming amount is $36.2 million for the PE phase.~~
ADDED Note for Key 20849: Per official comment received from TriMet through a 2/27/2020 teleconference, Key 20849, Red Line Extension project is being removed from the March 2020 MTIP Formal Amendment bundle. It will be re-submitted next month as part of the April 2020 MTIP Formal Amendment bundle. The reason for the removal stems from the Federal Transit Agency denial to allow the full project to be programmed prior to award of the FTA Section 5309 Small Starts grant. The final engineering requirements can be added to the MTIP into the Preliminary Engineering phase currently. However, TriMet has requested additional time to refine the final engineering funding composition and costs. Rather than provide soft cost estimates now that will trigger additional amendments, Metro agrees with TriMet that this is a more efficient approach. As of 2/28/2020, Key 20849 is removed from the March 2020 MTIP Formal Amendment bundle. - Ken Lobeck, Metro Funding Programs Lead					
Project #11 Key **0329**	70882	West Linn	~~OR43: Arbor Dr - Hidden Springs Rd~~ OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	~~Construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7,500 sq ft. of new road extending Hidden Springs Rd to Old River Rd (19-21 RFFA award project)~~ **Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. (RFFA 2019-21 award cycle).**	**SCOPE CHANGE** The formal amendment completes a major scope to the project. The project name, description, and limits are updated as a result. There is no change in the fund programming.

A detailed summary of the amended projects is provided below.

Project 1:	**US26: OR217 – Cornell Rd**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20300**	MTIP ID Number:	70941
Projects Description:	Project Snapshot: • Proposed improvements: Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration • Source: Existing Project • Funding: Federal National Highway Performance Program (NHPP) plus federal Advance Construction as a fund type code placeholder. • Project Type: Operations and Maintenance/Preservation • Location: On US26 north of Beaverton • Cross Street Limits: OR217 west to Cornell Rd • Overall Mile Post Limits: 66.35 to 69.19, approximately 2.84 miles in length • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3620 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD FUNDING** The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP. The construction phase will be added to the 2021-26 MTIP as well. A formal amendment is required as funding from outside the constrained 2018-21 STIP are being advanced into the current 2018-21 STIP and MTIP.		

Name: US26: OR217 - Cornell Rd Key: 20300

Description: Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration. Region: 1

MPO: Portland Metro MPO Work Type: Bridge, Pavement Preservation, Safety

Applicant: ODOT Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
0.10 to 0.39	0.29	OR-217	BEAVERTON-TIGARD	REGION 1 ACT	WASHINGTON
66.35 to 69.19	2.84	US-26	SUNSET	REGION 1 ACT	WASHINGTON
68.32 to 68.36	0.04	US-26	SUNSET	REGION 1 ACT	WASHINGTON
69.16 to 69.22	0.06	US-26	SUNSET	REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction		Other	Project Total
Year		2019		2020			2021			
Total		$1,111,839.00		$211,236.00			$9,268,975.00			$10,592,050.00
Fund 1		ACP0	$897,300.00	Z001	$179,460.00		Z001	$7,930,940.39		
Match			$102,700.00		$20,540.00			$907,731.61		
Fund 2		ZS30	$103,137.93	ZS30	$10,361.84		ZS30	$396,825.43		
Match			$8,701.07		$874.16			$33,477.57		

Footnote:

As shown above draft project from the 2021-2024 STIP, the Construction phase estimate is approximately $9.3 million and is scheduled for to commence in FY 2021.

Additional Details:	An ARTS project to apply high friction surface pavement treatment (HFST) on OR217 at the US26 westbound ramp was selected for the 21-24 STIP. This project will help drivers maintain control of vehicles in wet conditions, increasing safety. The location of this ARTS project aligns with current STIP project US26: OR217 - Cornell Rd (K20300), which is presently in design. ODOT is proposing to add the ARTS project to K20300, enabling faster and more efficient delivery of this critical safety treatment. This entails advancing $111,839 in 21-24 ARTS funding to the PE phase of K20300. In addition to the new ARTS scope, ODOT identified the need for bridge maintenance on the structure over OR217 to prevent deterioration. The cost for this work will be absorbed into the PE budget.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, advancing funds from outside the constrained years of the MTIP and STIP requires full/formal amendment
Total Programmed Amount:	The total project programming in the MTIP increases from about $1 million to $1,311,839.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds into the PE phase in into FY 2020. Approval occurred during their January 2020 meeting.

US26: OR217 - Cornell Rd

ODOT - Washington County

20300

120

Project 2:	**Morrison Street: Willamette River (Morrison) Bridge**		
Lead Agency:	~~ODOT~~ **Multnomah County**		
ODOT Key Number:	**20382**	MTIP ID Number:	70941
Projects Description:	Project Snapshot: • Proposed improvements: Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans. (Bridge #08589D) • Source: Existing Project • Funding: ODOT Bridge Program committing federal National Highway Preservation Program funds (NHPP) • Project Type: Local Bridge Program • Location: On SE Morrison St Bridge • Cross Street Limits: I-5 east of Willamette River west to SW 2nd St • Overall Mile Post Limits: N/A • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3582 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: COST INCREASE** The formal amendment corrects the lead agency to be Multnomah County in the MTIP. It also adds $5 million to the construction phase and advances it forward to FY 2020. Previously, Multnomah County had been awarded $21,345,440 for K20382, a paint project on the main spans of Morrison Bridge. The award for K20382 was less than the County had originally requested ($26,586,000). Since that time, County's design consultant has performed estimates for the cost of various combinations of work on the bridge, and has determined that by transferring $5,000,000 from the 21-24 project to K20382, they can complete the entire original scope of the paint project and paint all of the portions of Morrison Bridge over the Willamette River. The Local Bridge Program has approved their request to transfer/advance $5M from Draft STIP K21884 to K20382. Key 21884 as proposed in the 2021-24 STIP where the $5 million is being advanced to Key 20382.		
Additional Details:			

Name: Morrison St.; Morrison (Willamette River) Bridge (Portland) Key: 21884

Description: Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads. Region: 1

MPO: Portland Metro MPO Work Type: Bridge

Applicant: MULTNOMAH COUNTY Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

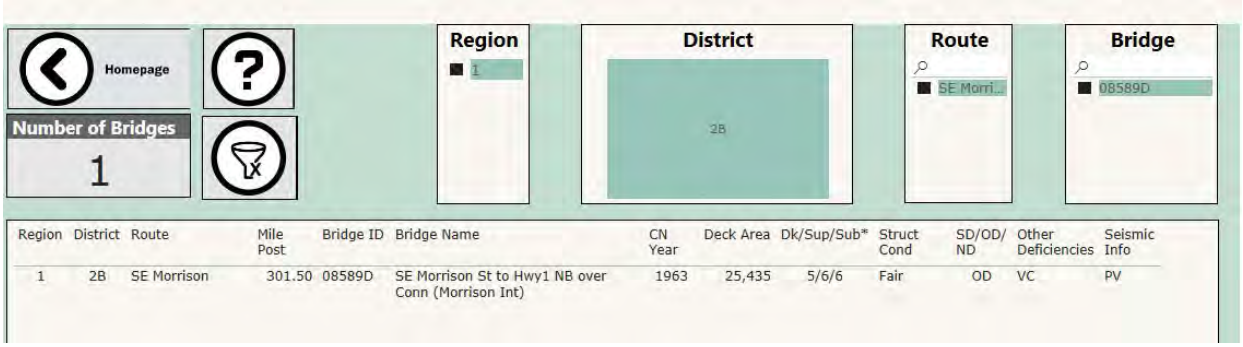
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		$1,788,620.00			$7,218,909.00		$9,007,529.00
Fund 1		Z240 $1,604,928.73			Z240 $6,477,527.05		
Match		$183,691.27			$741,381.95		

Footnote:

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, advancing funds from outside the constrained years of the MTIP and STIP requires full/formal amendment. Also, adding $5 million to the project represents a 23.4% cost increase to the project which also triggers the need for a formal amendment as it is above the 20% threshold for financial administrative changes.
Total Programmed Amount:	The total project programming in the MTIP increases from $21,345,440 to $26,345,440.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds to FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: SE Morrison St to Hwy 1 NB over Conn (Morrison Int) Bridge number: 08589D Bridge Hwy: SE Morrison MP Begin and End: 301.50				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		

Data Source: ODOT Bridge Condition Report



Morrison Street: Willamette River (Morrison) Bridge (Painting)

Multnomah County

20382

86

Project 3:	**OR99W: Tualatin River Northbound Bridge**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20471**	MTIP ID Number:	70999
Projects Description:	Project Snapshot: • Proposed improvements: Replace the bridge travel surface and joints to maintain the bridge condition and ensure continued safety of this structure. • Source: Existing Project • Funding: PE = Federal National Highway Performance Program funds. Projected for Construction are HB2017 funds but could be replaced by other federal funds. • Project Type: Bridge – non-capacity enhancing improvement project • Location: King City, on OR 99W • Cross Street Limits: At the Tualatin River (near SW Hazlebrook Rd) • Overall Mile Post Limits: 12.14 to 12,23 = 0.09 miles • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3585 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD CONSTUCTION PHASE** The formal amendment adds the construction phase to the project which had been pushed out to 2021 as part of the STIP Recalibration Effort last July. It is now being advanced forward to FY 2020. The current overlay has dense cracking in some areas and large cracks in others. The overlay has reached the end of its service life. Advancing Construction to 2020 will get this project to construction a year before the Oregon 217 Aux Lane project to reduce anticipated traffic impacts. In addition, there is potential for lower bid prices when constructed earlier. Key 20471 as proposed in the 2021-24 STIP where the construction phase is being advanced to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Cost increases above 20% for $1 million or greater projects requires a full/formal amendment		

2021-2024 Draft STIP **WASHINGTON** **2021-2024 Draft STIP**

Name: **OR99W: Tualatin River northbound bridge** Key: **20471**

Description: **Replace the bridge travel surface and joints to maintain the bridge condition and ensure continued safety of this structure.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **Bridge**

Applicant: **ODOT** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
12.14 to 12.23	0.09	OR-99W	PACIFIC HWY WEST	REGION 1 ACT	WASHINGTON

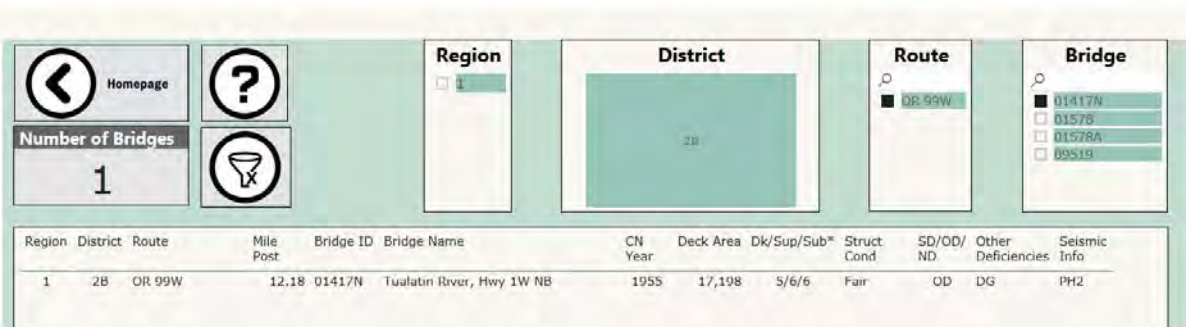
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2018			2021		
Total		$1,100,000.00			$1,202,900.00		$2,302,900.00
Fund 1		Z001 $987,030.00			Z001 $1,079,362.17		
Match		$112,970.00			$123,537.83		

Footnote:

Total Programmed Amount:	By advancing the construction phase into FY 2020 which adds $1,202,900, the project increases in cost from $1,100,000 to $2,309,900
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

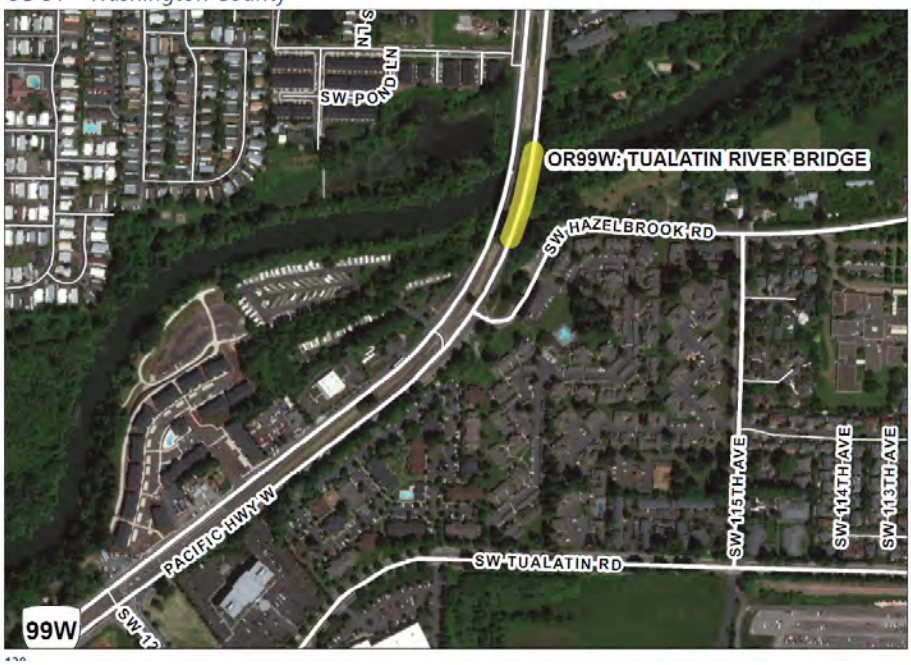
Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Tualatin Rover, Hwy 1W NB Bridge number: 01417N Bridge Hwy: OR 99W MP Begin and End: 12.18				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



OR99W: Tualatin River northbound bridge

ODOT - Washington County

20471



Project 4:	**Portland Metro & Surrounding Area Rockfall Mitigation Study (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21610**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1. • Source: New Project • Funding: • Project Type: Planning Study – non-capacity enhancing improvement project • Location: MPO & ODOT Region 1 Wide including Hood River • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3624 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances ODOT study from the 2021-24 STIP in FY 2021 to the 2018-21 MTIP to be obligated implemented in FY 2020. Several areas in the region are at risk of rockfall hazards due to weather, geological conditions and other environmental factors. This project will help identify locations for future projects by assessing existing conditions and creating an inventory of needs that can be prioritized. Key 21610 as proposed in the 2021-24 STIP where the Planning phase is being advanced to FY 2020 as part of the March 2020 Formal MTIP Amendment.		

Name: Portland Metro and surrounding areas rockfall mitigation Key: 21610

Description: This study will identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. Region: 1

MPO: Non-MPO, Portland Metro MPO Work Type: Slides and Rockfalls

Applicant: ODOT Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	WASHINGTON
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

		Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021						
Total		$250,000.00						$250,000.00
Fund 1	Z240	$224,325.00						
Match		$25,675.00						

Footnote:

Additional Details:	Anticipated deliverables include the following: • Investigate rockfall and hazardous tree potential at various sites in the region and identify future projects. • Develop a plan to address the most urgent needs for rockfall mitigation. Anticipated benefits are expected to produce an increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a full/formal amendment
Total Programmed Amount:	The total project study programming amount is $250,000. The federal Advance Construction placeholder is being used to program the funds.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting. Also: See Attachment 2 Key 21610 Rockfall Mitigation Study Flyer for additional program details

Project 5:	**Portland Metro Area Bus-On-Shoulder Pilot Study (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**22106**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities. • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. • Project Type: Planning Study, non-capacity exempt project type • Project Location: Portland metro area – focus on freeways • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3625 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the ODOT planning study from the 2021-24 STIP forward into the current 2018-21 MTIP to be obligated and implemented before the end of FY 2020. The study is proposed to include and system-wide geometric assessment, identification of potential pilot project corridors, coordination with regional partners, and development of Concept of Operations for each corridor. Funding for Key 22106 originates from the project grouping bucket (PGB) in Key 21611as proposed in the 2021-24 STIP The required funding $300k total) is split off from the PFGB and created as a stand-alone project in Key 22106. Key 22106 is then advanced from FY 2024 to FY 2020 to be obligated and implemented before the end of FY 2020/		
Additional Details:	Note: The Southwest Washington Regional Transportation Council (RTC) also has completed a similar feasibility study (bus-on-shoulder – BOS) which encompassed the I-205 corridor from the 18th Street interchange south through the I-84 interchange to Glisan Street and on SR-14 from I-205 to the164th Avenue interchange.		

2021-2024 Draft STIP **CLACKAMAS** **2021-2024 Draft STIP**

Name: Portland Metro and surrounding areas operations Key: 21611

Description: Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. Region: 1

MPO: Non-MPO Work Type: Intelligent Transportation System (ITS)

Applicant: ODOT Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	WASHINGTON
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						$867,155.00	$867,155.00
Fund 1					Z240	$778,098.18	
Match						$89,056.82	

Footnote:

	In October 2017, C-TRAN and other regional partners launched a Bus On Shoulder pilot program that allows transit buses to use the shoulder of SR-14 between 164th Avenue and I-205 in Vancouver. The focus of the BOS Feasibility Study developed BOS concepts, evaluated potential geometric and operational constraints, identified opportunities for implementing BOS, and developed planning-level estimates of potential benefits to understand fatal flaws and overall feasibility of different BOS concepts and operating rules. The Study report documents the evaluation process and findings of the technical analysis, identities policy issues and includes a set of bus on shoulder recommendations for the corridors. Additional details about the RTC BOS Study and SR14 Pilot project can be found on the RTC website at https://www.rtc.wa.gov/studies/bos/.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.
Total Programmed Amount:	By advancing the construction phase into FY 2020 to support the study, a total of $300,000 is being programmed in the MTIP for the project.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Project 6:	**US30B: St John's (Willamette River) Bridge (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21707**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure. • Source: New Project • Funding: Federal Advance Construction placeholder funds for PE. STBG-State planned for ROW and Construction phases • Project Type: Bridge rehabilitation, non-capacity enhancing, exempt project • Location: Northeast Portland on US30 Bypass • Cross Street Limits: at St Johns Bridge at the Willamette Rover • Overall Mile Post Limits: MP 0.87 to MP 0.95 = 0.08 miles • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3627 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020. Key 21707 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a full/formal amendment		
Total Programmed Amount:	The total project study programming amount is $250,000. The federal Advance Construction placeholder is being used to program the funds.		

Name: **US30B: St Johns (Willamette River) Bridge** Key: **21707**

Description **Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.** Region: 1

MPO: **Portland Metro MPO** Work Type: **Bridge**

Applicant: **ODOT** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
0.87 to 0.95	0.08	US-30	NORTHEAST PORTLAND	REGION 1 ACT	MULTNOMAH

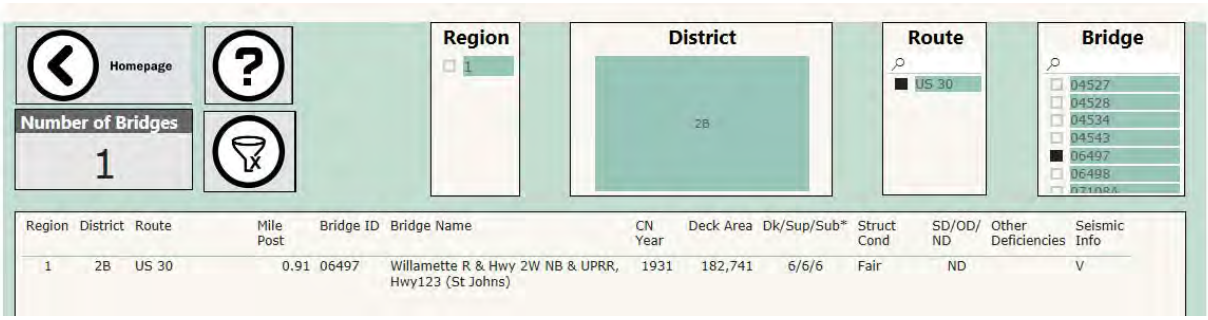
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021	2021		2022		
Total		$1,640,017.00	$248,261.00		$11,396,384.00		$13,284,662.00
Fund 1		Z240 $1,471,587.25	Z240 $222,764.60		Z240 $10,225,975.36		
Match		$168,429.75	$25,496.40		$1,170,408.64		

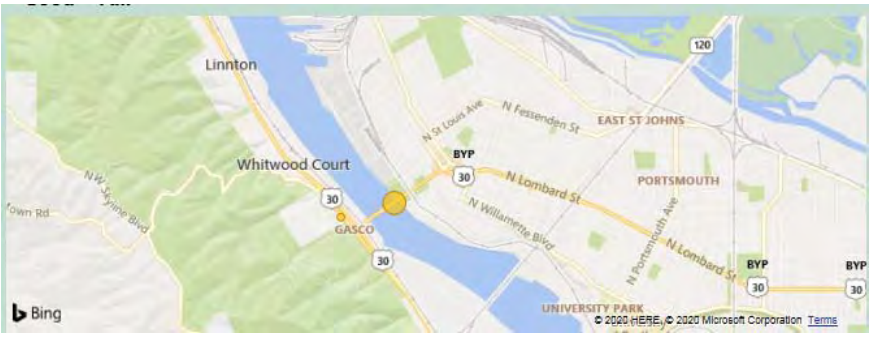
Footnote:

Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Willamette R & Hwy 2W NB & UPRR HWY 123 (St Johns) Bridge number: 06497 Bridge Hwy: US 30 MP Begin and End: at MP 0.91				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2B	US 30	0.91	06497	Willamette R & Hwy 2W NB & UPRR, Hwy123 (St Johns)	1931	182,741	6/6/6	Fair	ND		V



US30B: St Johns (Willamette River) Bridge

ODOT - Multnomah County

21707

Project 7:	**US30: Troutdale (Sandy River Bridge) (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21710**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future repair of bridge footing erosion to protect the structure from further damage. • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. State STBG proposed for ROW and Construction phases. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: NE Multnomah County on Historic Columbia River Hwy at the Troutdale (Sandy River) Bridge • Cross Street Limits: East of SE Jackson Park Rd and east across the Sandy River to Crown Point Hwy • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3628 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020. Key 21710 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		
Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $671,377. The total estimate project cost to complete the repairs is $4,969,054.		

2021-2024 Draft STIP **MULTNOMAH** **2021-2024 Draft STIP**

Name: US30: Troutdale (Sandy River) Bridge Key: 21710

Description Repair bridge footing erosion to protect the structure from further damage. Region: 1

MPO: Portland Metro MPO Work Type: Bridge

Applicant: ODOT Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
-0.01 to 0.03	0.04	US-30	HISTORIC COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH

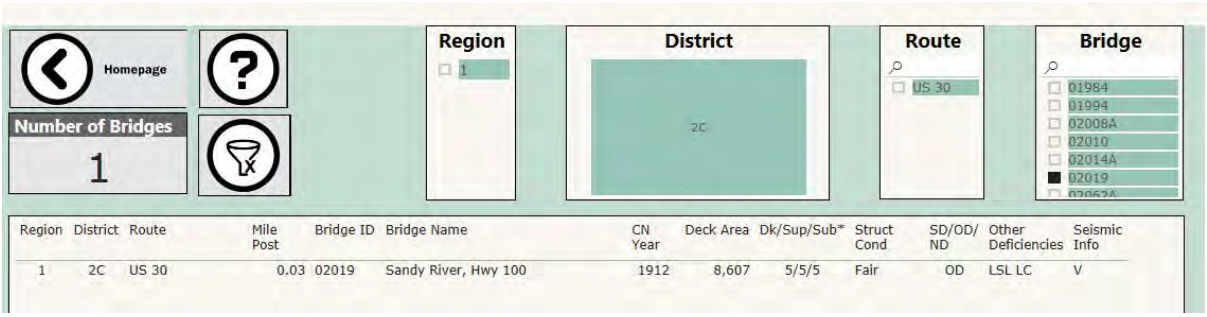
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021	2021		2023	2023	
Total		$671,377.00	$39,304.00		$4,143,071.00	$115,302.00	$4,969,054.00
Fund 1		Z240 $602,426.58	Z240 $35,267.48		Z240 $3,717,577.61	Z240 $103,460.48	
Match		$68,950.42	$4,036.52		$425,493.39	$11,841.52	

Footnote:

Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Sandy River, Hwy 100 Bridge number: 02019 Bridge Hwy: US 30 MP Begin and End: N/A				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		

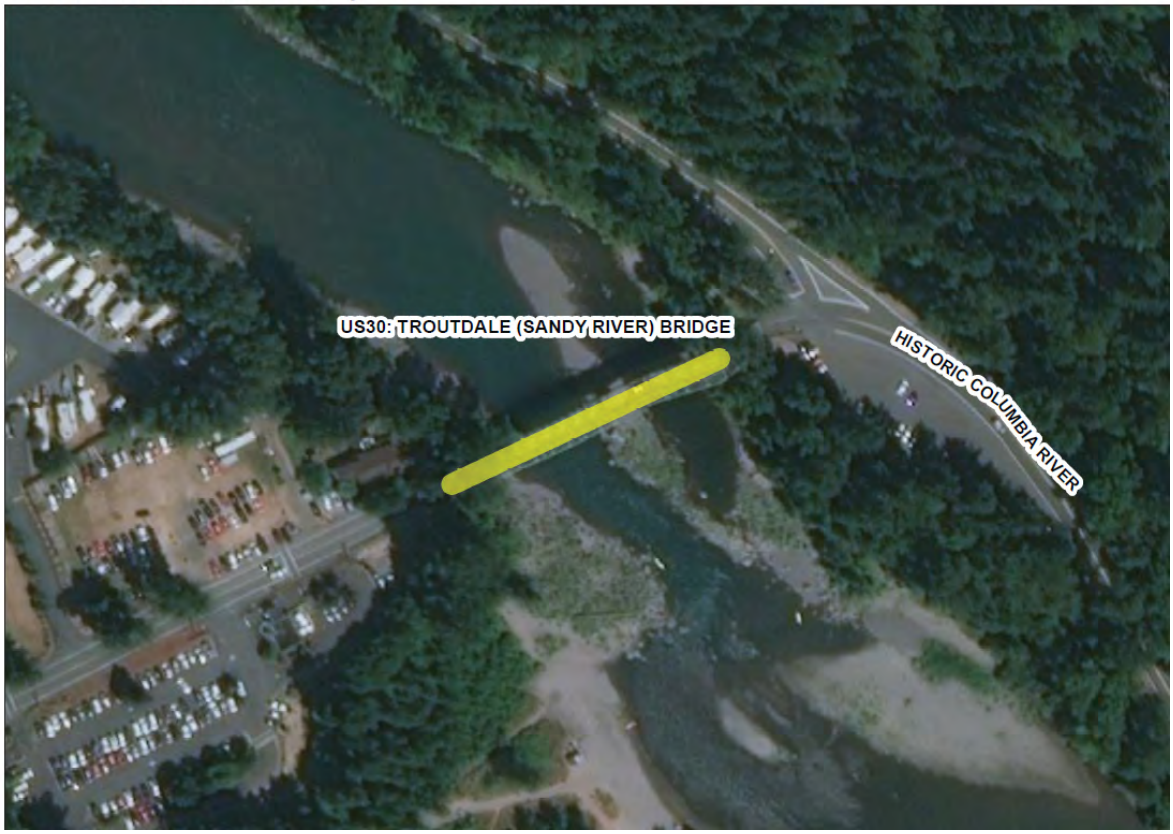


Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2C	US 30	0.03	02019	Sandy River, Hwy 100	1912	8,607	5/5/5	Fair	OD	LSL LC	V

US30: Troutdale (Sandy River) Bridge

ODOT - Multnomah County

21710



Project 8:	**OR99W: Rock Creek Bridge (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21712**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future installation of new bridge rail to meet current safety standards • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. Federal National Highway Performance Program (NHPP) funds for the construction phase. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: On OR99W southwest of King City • Cross Street Limits: About halfway between SW 124th Ave south to SWE Tualatin-Sherwood Rd • Overall Mile Post Limits: At MP 13.83 • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3628 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		
Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $74,079. The total estimate project cost is $763,184		
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.		

Key 21712 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.

Name: OR99W: Rock Creek Bridge — Key: 21712

Description: Install new bridge rail to meet current safety standards. — Region: 1

MPO: Portland Metro MPO — Work Type: Bridge rail retrofit

Applicant: ODOT — Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

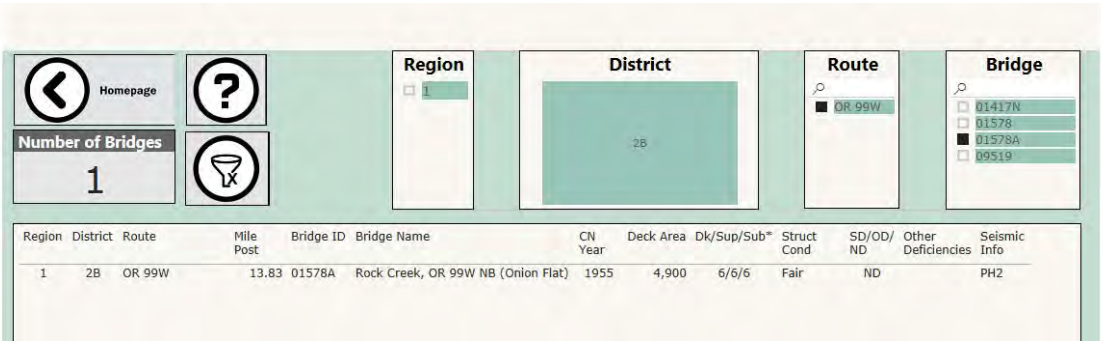
Mileposts	Length	Route	Highway	ACT	County(s)
13.82 to 13.84	0.02	OR-99W	PACIFIC HWY WEST	REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2021		
Total		$74,079.00			$689,105.00		$763,184.00
Fund 1		Z001 $66,471.09			Z001 $618,333.92		
Match		$7,607.91			$70,771.08		

Footnote:

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Rock Creek, OR 99W NB (Onion Flat) Bridge number: 01578A Bridge Hwy: OR 99W MP Begin and End: at 13.83				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2B	OR 99W	13.83	01578A	Rock Creek, OR 99W NB (Onion Flat)	1955	4,900	6/6/6	Fair	ND		PH2

OR99W: Rock Creek Bridge

ODOT - Washington County

21712

Project 9:	**Hawthorne Bridge Ramp to OR99E (Portland) (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21882**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A) • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. Federal Surface transportation Block Grant funds (STBG-State) allocated to ODOT for the construction phase. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: In Portland at the Hawthorne Bridge east on the approach ramps • Cross Street Limits: From the Hawthorne bridge at the Willamette River eastbound on Hawthorne Blvd and SE Madison Street (Bridge approach ramps) to Grand Ave • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3630 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020. Key 21882 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:	The construction phase is planned for FY 2022.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		

Name: Hawthorne Bridge Ramp to OR99E (Portland) Key: 21882

Description Replace the bridge driving surface and repair the joints on the east and west approaches to repair vehicle damage. Region: 1

MPO: Portland Metro MPO Work Type: Bridge

Applicant: MULTNOMAH COUNTY Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2022		
Total		$1,620,457.00			$7,933,533.00		$9,553,990.00
Fund 1		Z240 $1,454,036.07			Z240 $7,118,759.16		
Match		$166,420.93			$814,773.84		

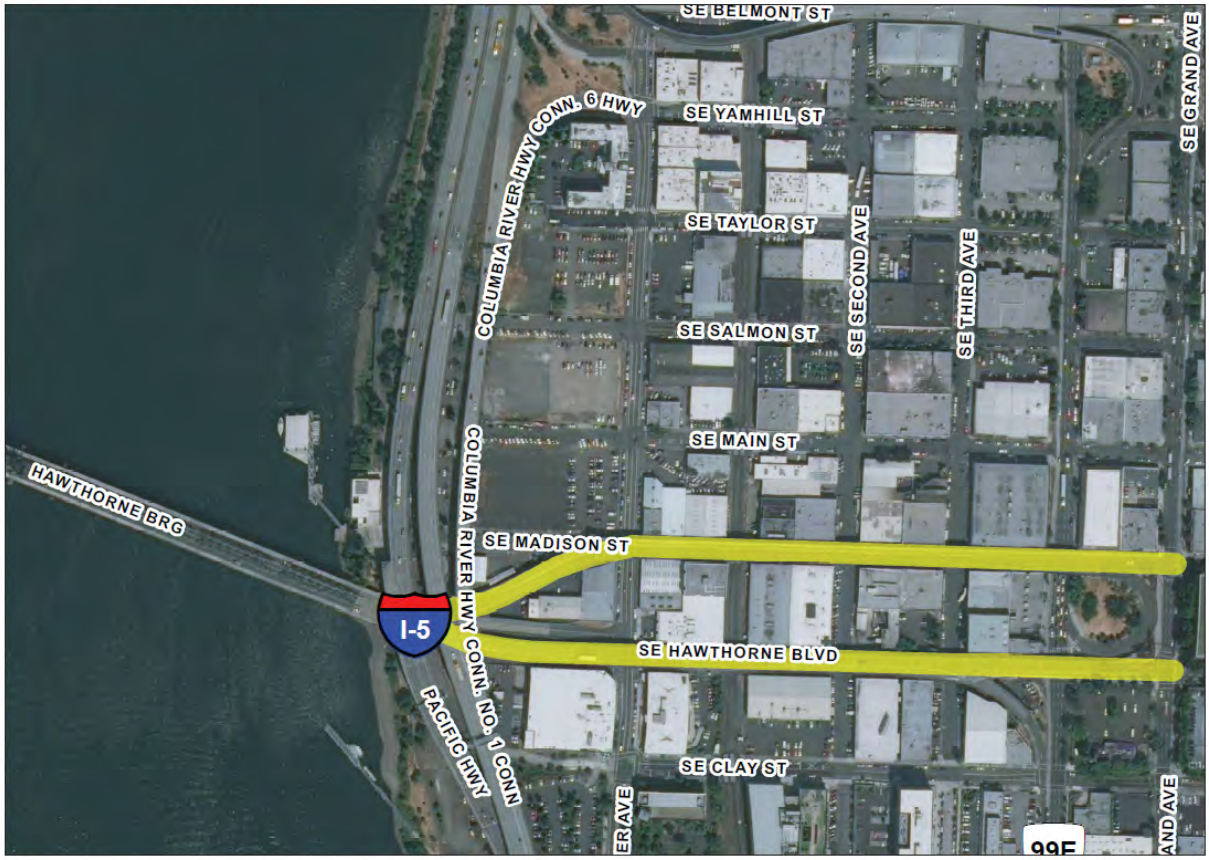
Footnote:

Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $1,620,457. The total estimate project cost is $9,553,990
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

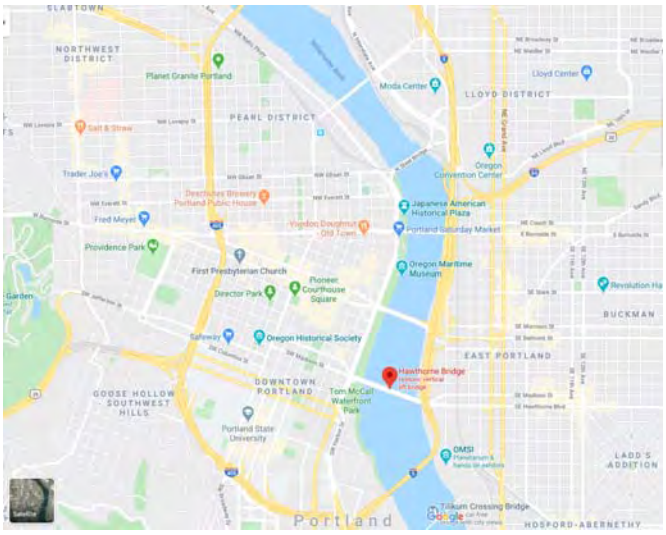
Hawthorne Bridge Ramp to OR99E (Portland)

Multnomah County

21882



80



SE Hawthorne
Google

Project 10:	**TriMet Operator Safety and Rider Awareness (NEW PROJECT)**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**TBD**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary) • Source: New Discretionary FTA 5312 grant award • Funding: o Federal Transit Administration's (FTA) Section 5312, Public Transportation Innovation funds o Grant award is from FTA's Human Trafficking Awareness and Public Safety Initiative, Crime Prevention and Public Safety Awareness category • Project Type: Transit/Educational • Location: MPO region-wide • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds TriMet's FTA Section 5312 discretionary grant to the MTIP. The $151,052 FTA Section 5312 grant is one of 24 awarded totaling $5.4 million from the 2019 Human Trafficking Awareness & Public Safety Initiative Grant program. The grant award is from the Crime Prevention and Public Safety Awareness category. The Crime Prevention and Public Safety Awareness projects are funded through the Technical Assistance and Workforce Development Program with the goal of developing and disseminating technical assistance materials supporting public safety awareness campaigns addressing public safety in transit systems, including crime prevention, human trafficking, and operator assault. TriMet's grant award will disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. Thirteen digital displays will be installed at key transit centers in order to engage in a coordinated educational outreach campaign.		

	The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.
Additional Details:	Because the awarded grant funds are federal funds and directly support transportation system, improvements, FTA requires the funds programmed in the MTIP and STIP as an obligation approval requirement before TriMet can receive approval to start expending the funds from their grant approval request (as submitted through FTA's Transit Award Management system (TrAMS)
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total discretionary federal 5312 award is $151,052 with a local match requirements of 57,763. There is no overmatch included. The federal to local match ration for this project is unique and has a federal and set at 72.34% with a local match requirement of 27.66%
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds to FY 2020. Approval occurred during their January 2020 meeting. Also: See Attachment 3 FTA Human Trafficking Awareness and Public Safety Initiative Fact Sheet for additional program details

Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement Selections

State	Project Sponsor	Project Description	Grant Amount
OR	Tri-County Metropolitan Transportation	The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will receive funding to develop and	$151,052 Submit Feed

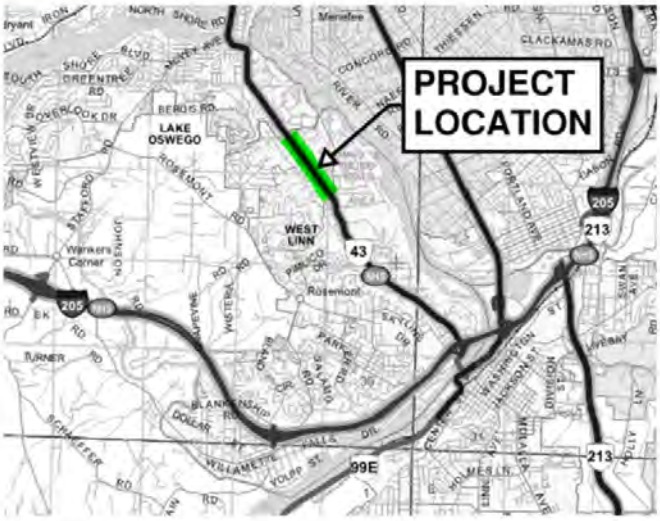
s://www.transit.dot.gov/regulations-and-programs/safety/human-trafficking-awareness-...
nan Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreem... F

State	Project Sponsor	Project Description	Grant Amount
	District of Oregon (Tri-Met)	disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.	

Project 11:	~~**OR43: Arbor Dr - Hidden Springs Rd**~~ **OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)**		
Lead Agency:	**West Linn**		
ODOT Key Number:	**20329**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. • Source: Existing Project • Funding: • Project Type: Active Transportation, Bikeped improvement. Note: This is a combined project with ODOT's OR43 improvement project as well. • Location: On OR 43 in West Linn • Cross Street Limits: Marylhurst Drive to Hidden Springs • Overall Mile Post Limits: 8.43 to 8.90 (0.47 miles) • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-0962 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: SCOPE CHANGE** The formal amendment completes a major scope to the project. The project name, description, and limits are updated as a result. Upon review of the project scope elements, project design and construction phases were identified as insufficiently funded. Once the funding shortfall was identified, Metro, West Linn, and ODOT reviewed the project scope and evaluated what scope adjustments could occur based on the available budget. Since the project also included Congestion Air Quality (CMAQ) funding, any and all proposed scope changes were reviewed and approved by the State CMAQ Manager. After the evaluation and advanced scoping efforts, the project will move forward with constructing only the southern portion of the project (Hidden Springs to Cedar Oaks) and the Marylhurst intersection. The total project funding of $6.1M is being redistributed between phases to allow for complete design and construction of the revised project limits. A Utility Relocation (UR) phase also has been added to the project as part of the scope adjustment.		
Additional Details:	As federal funds were shifted backwards to PE, a construction phase update was provided to ensure pulling funds from the construction phase could occur without short funding the construction phase.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, completing a major scope change to a project requires a formal amendment		
Total Programmed Amount:	The total project cost remains programmed at $6,118,203		

Added Notes:	The project scope change required a CMAQ Air Quality Emission Reduction report to be completed. The summary report is included in Attachment 4 to the Staff Report

Vicinity Map



Phase 1 Project Location

CMAQ On-Road Mobil Source Emission Targets	Yes	No	kg/day	Note
• Does the project include CMAQ funding?	X			As part of the scope change evaluation, an Air Quality Emission Reduction report was completed providing support and justification for the scope change and to keep CMAQ funds committed to the project
• Was an Emission Reduction Analysis (ERA) completed and approved?	X			
• Does the ERA include PM 2.5 reductions?		X	N/A	
• Does the ERA include PM 10 reductions?		X	N/A	
• Does the ERA include Volatile Organic Compound (VOC) reductions	X		.006	
• Does the ERA include carbon monoxide (CO) reductions?	X		.246	
• Does the ERA include CO2 reductions		X	N/A	
• Does the ERA include nitrogen oxides (NOx) reductions?	X		.014	
Note: The Emission Reduction Analysis data is normally sourced from Metro's approved CMAQ air quality Emission Reduction Analysis Summary Report completed for each MTIP Update or when CMAQ is awarded to the project unless otherwise noted above for the project.				

Particulate Matter (PM) : PM stands for **particulate matter** (also called particle pollution) and is a term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope:

- Particulate Matter 2.5: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. How small is 2.5 micrometers? Think about a single hair from your head. The average human hair is about 70 micrometers in diameter – making it 30 times larger than the largest fine particle.

- Particulate Matter 10: PM10 are inhalable particles, with diameters that are generally 10 micrometers and smaller.

Volatile Organic Compounds (VOC): **VOCs** are compounds that easily become vapors or gases. **VOCs** are released from burning fuel such as gasoline, wood, coal, or natural gas. They are also released from many consumer products: Cigarettes. Solvents.

Carbon monoxide: (CO): **Carbon monoxide** is a colorless, odorless gas that can be harmful when inhaled in large amounts. CO is released when something is burned. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels.

Carbon dioxide (CO2): **Carbon dioxide** is a chemical compound composed of one carbon and two oxygen atoms. It is often referred to by its formula **CO2**. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas. Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and other biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement

Nitrogen Oxides (NOx): **Nitrogen oxides** are a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. NOx pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines

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.

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: • 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:
• FHWA project cost increase/decrease:
  • 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.

- 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.

- 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 March 2020 Formal MTIP amendment (MR20-09-MAR) will include the following:

Action	Target Date
Initiate the required 30-day public notification process…….	February 27, 2020
TPAC notification and approval recommendation…….…	March 6, 2020
JPACT approval and recommendation to Council…….…	**March 19, 2020**
Completion of public notification process……..	March 27, 2020
Metro Council approval……..	April 2, 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:

Action	Target Date
Amendment bundle submission to ODOT for review……....	April 7, 2020
Submission of the final amendment package to USDOT……..	April 7, 2020
ODOT clarification and approval……..	Late April, 2020
USDOT clarification and final amendment approval…….	Early May 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:

TPAC recommends JPACT approve Resolution 20-5082 and send their approval recommendation to Metro Council to approve the eleven identified projects impacting ODOT, TriMet, and West Linn with final approval from USDOT for programming in the MTIP

Attachments:
1. Key 21610 Rockfall Mitigation Study Flyer
2. FTA Human Trafficking Awareness and Public Safety Initiative Fact Sheet
3. Key 20329 – West Linn OR 43 CMAQ Air Quality Emission Reduction Report

Portland Metro and Surrounding Areas Rockfall Mitigation (Study Only)

ODOT - Various Counties

21610

Project Description

Study to identify rockfall risks and hazardous trees in danger of falling onto the roadway, develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties.

Purpose And Need

Several areas in the region are at risk of rockfall hazards due to weather, geological conditions and other environmental factors. This project will help identify locations for future projects by assessing existing conditions and creating an inventory of needs that can be prioritized.

Proposed Solutions

- Investigate rockfall and hazardous tree potential at various sites in the region and identify future projects.
- Develop a plan to address the most urgent needs for rockfall mitigation.

Anticipated Benefits

- Increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.

Funding

Operations	$250,000
Estimated Total Cost	**$250,000**

An example of rock scaling work to reduce the risk of rocks falling on a roadway.

Oregon Department of Transportation

Human Trafficking Awareness and Public Safety Initiative

Fact Sheet

U.S. Department of Transportation
Federal Transit Administration

Human Trafficking

Human Trafficking is a crime involving the exploitation of someone for the purposes of compelled labor or a commercial sex act through the use of force, fraud, or coercion. Where a person younger than 18 is induced to perform a commercial sex act, it is a crime regardless of whether there is any force, fraud, or coercion. Victims can be anyone from around the world or right next door: women and men, adults and children, citizens and noncitizens alike.

Human trafficking is a modern form of slavery with nearly 25 million victims worldwide, including in the United States. Traffickers use all modes of transportation to conduct their activities and often use public transit because it is low cost, has greater anonymity in ticket buying, and less direct interaction with government or transit officials.

The Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative is a public safety initiative that supports the Department of Transportation's (DOT) Transportation Leaders Against Human Trafficking initiative through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. The initiative aims to maximize the transit industry's collective impact on human trafficking and other safety concerns.

Funding Opportunities

FTA will make available $4 million in competitive funding for two initiatives.

Crime Prevention and Public Safety Awareness

$2 million: Crime Prevention and Public Safety Awareness projects, funded through the Technical Assistance and Workforce Development Program, will develop and disseminate technical assistance materials supporting public safety awareness campaigns addressing public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Eligibility

Eligible applicants for awards are national non-profit organizations. Organizations must have crime prevention experience, the capacity to provide public transportation-related technical assistance and the ability to deliver a national public awareness campaign.

Selection Criteria

Proposals will be evaluated by a review team based on the following criteria: 1) ability to meet the goal of the Crime Prevention and Public Safety Awareness project;
2) qualifications of key personnel, experience and knowledge;
3) communication, technical assistance and outreach strategy;
4) research and demonstration capacity; and 5) management approach.

Human Trafficking Awareness and Public Safety Initiative Fact Sheet

U.S. Department of Transportation
Federal Transit Administration

Funding Opportunities

Innovations in Transit Public Safety

$2 million: Innovations in Transit Public Safety projects funded through the Public Transportation Innovation Program, transit agencies with identifying and adopting measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Eligibility

Eligible applicants for awards are limited to State and local governmental entities; providers of public transportation; non-profit organizations; or a consortium of entities, including a provider of public transportation, that will share the costs, risks, and rewards of early deployment and demonstration of innovation.

Selection Criteria

FTA will evaluate proposals according to the following criteria: (a) demonstration of need; (b) demonstration of benefits; (c) coordination, planning and partnerships; (d) local financial commitment; (e) project readiness; and (f) technical, legal and financial capacity.

To report a human trafficking tip, call the National Human Trafficking Hotline at 1-888-3737-888 or text "info" or "help" to BEFREE (233733).

How to Apply

Prospective applicants must register for the funding opportunities. Applicants must submit completed proposals electronically for funding opportunity FTA-2019-006-TSO and/or FTA-2019-007-TSO by Tuesday, May 28, 2019 at 11:59 PM ET.

Review the application instructions for additional information on the grant application process.

For more information see links to the Notices of Funding Opportunity: Crime Prevention and Public Safety Awareness and Innovations in Transit Public Safety.

Webinars

FTA will host informational webinars on April 8 and April 16 at 2:00 PM ET to discuss both funding opportunities and answer questions. Registration for the webinar is required. The webinar recordings and presentations will be posted online after each webinar.

Contact

For more information, please email: FTAPublicSafety@dot.gov.

INSTRUCTIONS
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)
ODOT CMAQ Guidelines

PROJECT INFORMATION			
Project Title	Highway 43 Multimodal Transportation Project		
MPO (if Applicable)	Metro	STIP #	20329
Agency (applicant)	City of West Linn		
Address	22500 Salamo Road, West Linn, Oregon 97068		
Primary Contact	Lance Calvert		
Telephone	503-722-3424	Public-Private Partnership? Y/N	N
Email			
Responsible Agency	ODOT		
Project Location (City)	City of West Linn		
Project Delivery	Certified Agency____ SFLP (non MPO)____ ODOT Delivered: X		

PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
	Public Transportation Improvements		Traffic Flow Improvements for Congestion Reduction
	Transp. Options Strategies		Vehicle and Fuel Efficiency Efforts
X	Pedestrian/Bicycle Infrastructure		Road Dust Mitigation (PM10 areas only)
	ITS for Congestion Reduction	X	Project is a TCM
Infrastructure project is on a: _X_Roadway, ____Bikeway or Sidewalk, ____Transit, ____Other			
Non-Infrastructure Project includes: ____Operating Assistance, ____Outreach/Education			

PROJECT LOCATION	
Street(s) Name (or Nearest Street): OR43	Functional Class: Major Arterial
Cross Streets, Termini: Hidden Springs Road and Cedar Oaks Road	Total Linear Feet: 1,623

DETAILED COST ESTIMATE / SCHEDULE

[Provide cost, including match, for eligible components. **Use additional sheets for detailed estimate**]

Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	**Total**
Project Development						
Design/ Engineering	FFY 2018	$600,000		$968,203		$1,568,203
Right of Way	FFY 2021			$300,000		$300,000
Construction	FFY 2022	$500,000	$3,000,000	$650,000		$4,150,000
Operating Assistance (if applicable)						
Other – Utility Relocation	FFY 2022			$100,000		$100,000
Totals		$1,100,000	$3,000,000	$2,018,203		$6,118,203

Duration of Project Funding (Years): 4-5 years Expected first year of billing: 2018

Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds

CMAQ funding is one of several funds contributing to the financial plan for the project. The majority of the project is being funded with local funds and State STBG contributed through the 2018-2021 STIP allocation for Region 1. CMAQ funds are contributed towards the separated bicycle path and sidewalk components which exceeds the $3 million allocated.

PROJECT NARRATIVE

This project will enhance bike and pedestrian mobility and transit access along State Highway 43 (OR 43) near the southern city limits for the City of West Linn. The project will construct new sidewalks and separated bike path on both the north and south sides between Hidden Springs and Cedar Oaks. To promote a better pedestrian and bicycle environment, the project will install a new signal at Hidden Springs, remove a signal at Cedar Oaks, and changing that intersection to right-in/right-out plus southbound left in. Lastly a new signal at Marylhurst, with update the sidewalk with ADA ramps at each corner.

EMISSIONS REDUCTIONS

Metro's uses well studied off-model assessments to estimate emissions benefits and reductions from bicycle and pedestrian investments. The two main analytical methods used are: 1) the Benefit-Cost Analysis of Bicycle Facilities; and 2) the Goldsmith methodology. Used in previous CMAQ emissions reduction benefits analyses as well as part of the transportation control measures analysis for the Portland metropolitan area State Implementation Plans (SIP) for carbon monoxide and ozone, the combined methods determine the rate of usage and trips shifted as a result of building and improving active transportation facilities.

The Benefit-Cost Analysis method helps to estimate new bicycle riders to utilize a new facility. The method estimates the new bicycle commuters that will use the facility in opening year based on different factors such as current bicycling commuter cycling rate in the metro region, land use density near the project, etc. With an understanding of the new bicycle commuters to use a newly opened facility, the Goldsmith methodology estimates the number of the new bicycle commuters that made the switch from single occupancy vehicles and thus reduce emissions in doing so. The Goldsmith methodology uses survey and population data to estimate induced demand of constructing bicycle facilities.

Once there is an estimate of trips diverted from single occupancy vehicle driving to bicycling on the newly opened facility, information from the 2011 Oregon Household Activity Survey for the Portland-metro region applied to emissions factors produced by MOVES2014a determine the estimated emissions reductions and air benefit of the project.

In applying this off model analysis, the results shows the Highway 43 Multimodal project will produce the emissions reduction benefit as listed. This is similar and in line with previous active transportation infrastructure projects with similar characteristics funded with CMAQ.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.006	CO	.246
NOx	.014	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Permanent/ 1 Years		

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

SUBMISSION			
Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	January 13, 2020
	Name and Title		
Submit Completed Application to:			
E-mail: CMAQ@odot.state.or.us | Subject Line: CMAQ [Agency Name] Application [Year]			

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/ Rejection	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			

3.1 Resolution No. 20-5088, For the Purpose of Amending and Advancing the ODOT Rose Quarter Improvement Project Preliminary Engineering and Right of Way Phases into the 2018-21 Metropolitan Transportation Improvement Program (MR20-10-MAR2)

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, March 19, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND ADVANCING THE ODOT ROSE QUARTER IMPROVEMENT PROJECT PRELIMARY ENGINEERING AND RIGHT OF WAY PHASES INTO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MR20-10-MAR2)	)	RESOLUTION NO. 20-5088 Introduced by: Chief Operating Officer Andrew Scott in concurrence with Council President Lynn Peterson

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, the Oregon Department of Transportation's (ODOT) review of the funding status of projects within the new draft 2021-2024 Statewide Transportation Improvement Program (STIP) offers ODOT an opportunity to advance several projects in Region 1 into the current fiscal year 2020 allowing them to initiate preliminary engineering six months earlier than originally planned; and

WHEREAS, the STIP project phase acceleration includes ODOT's Rose Quarter Improvement Project, which adds funding to fully fund the Preliminary Engineering (PE) phase and fund plus advance the Right-of-Way (ROW) phase forward to FY 2020 allowing ODOT to implement ROW activities presently, which will help mitigate future phase cost increases due to inflation, required staging, and/or implementation costs by waiting until FY 2021; and

WHEREAS, the Rose Quarter Improvement Project will fully fund the Preliminary Engineering phase increasing it to $71.3 million, and advance plus add the full Right-of-Way phase funding of $58 million phase; and

WHEREAS, the funding increases to the project have been vetted and approved by the Oregon Transportation Commission on January 10, 2020; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and

DRAFT

strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the March 2020 MTIP Formal Rose Quarter Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the March 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview on March 6, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5088 consisting of the March 2020 Formal MTIP Amendment on March 19, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 2, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to twelve identified projects as part of Resolution 20-5088.

ADOPTED by the Metro Council this ____ day of _____ 2020.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

DRAFT

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5088

Metro

Proposed March 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MR20-10-MAR2 Total Number of Projects: 1					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **19071**	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, ~~continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan~~ **Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities**	**ADD FUNDING** The formal amendment adds $48,126,545 to the PE phase increasing it to $71.3 million. It also adds $58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to $129,391,997. OTC approval was required and occurred during their January 2020 meeting

Metro

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

Formal Amendment
ADDING FUNDING
5th Amendment to Project

Lead Agency: ODOT

Project Name: I-5 Rose Quarter Improvement Project

Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).

Short Description: On I-5 between I-84 and I-405 **~~, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan~~ ,**
Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities

Project Type:	Capital	**ODOT Key:**	**19071**
ODOT Type	Modern	**MTIP ID:**	**70784**
Performance Meas:	Yes	**Status:**	**4**
Capacity Enhancing:	Yes	**Comp Date:**	**12/31/2021**
Conformity Exempt:	No	RTP ID:	10867
On State Hwy Sys:	I-5	RFFA ID:	N/A
Mile Post Begin:	301.40	RFFA Cycle:	N/A
Mile Post End:	303.20	UPWP:	No
Length:	1.8	UPWP Cycle:	N/A
1st Year Program'd:	2020	Past Amend:	4
Years Active:	1	OTC Approval:	Yes
STIP Amend #: 18-21-3617		MTIP Amnd #: MR20-09-MAR	

Detailed Description: On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add $16,265,452 of NHFP funds)

STIP Description: Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	**Total**
Federal Funds								
~~ADVCON~~	~~ACP0~~	~~2018~~		~~$ 16,844,400~~				
ADVCON	**ACP0**	**2016**		**$ 57,421,200**				$ 57,421,200
~~NHPP~~	~~M002 M0E2~~	~~2016~~					~~$ 3,805,500~~	
NHPP	**M002 M0E2**	**2016**		**$ 3,805,500**				$ 3,805,500
ADVCON	**ACP0**	**2020**			**$ 53,487,600**			$ 53,487,600
								$ -
							Federal Totals:	**$ 114,714,300**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
~~State~~	~~Match~~	~~2018~~	-	~~$ 1,421,052~~				
State	**Match**	**2016**		**$ 4,844,252**				$ 4,844,252
~~State~~	~~Match~~	~~2016~~					~~$ 321,045~~	
State	**Match**	**2016**		**$ 321,045**				$ 321,045
State	**S010**	**2016**		**$ 1,000,000**				$ 1,000,000
State	**State**	**2020**			**$ 4,512,400**			$ 4,512,400
							State Total:	**$ 10,677,697**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
~~Other~~	~~OVM~~	~~2018~~		~~$ 5,000,000~~				
Other	**OVM**	**2016**		**$ 4,000,000**				$ 4,000,000
								$ -
								$ -
							Local Total	**$ 4,000,000**
Phase Totals Before Amend:			$ -	~~$ 23,265,452~~	$ -	$ -	~~$ 4,126,545~~	~~$ 27,391,997~~
Phase Totals After Amend:			**$ -**	**$ 71,391,997**	**$ 58,000,000**	$ -	**$ -**	**$ 129,391,997**
							Year Of Expenditure (YOE):	$715 to $795 million

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. Programming corrections: Project development funds are now returned to their first year of obligations as currently practiced in the STIP. The funds had been moved to 2018 to allow the project to show up in the MTIP as an active project and not show all funding in prior obligated years. With the ROW phase now added in 2020, the PE phase can be returned and adjusted to be in 2016 which reflects the first year of PE phase obligation.

Amendment Summary:

The formal amendment adds $48,126,545 of various state funds including $44,000,000 of HB2017 funds to the PE Phase. PE increases to $71,391,997. The ROW phase also adds $58,000,000 of HB2017 funds to initiate ROW phase activities. The amendment advances the PE and ROW phase programming into the current MTIP and STIP that is identified in the new draft 2021-2024 STIP.

The added funding for both phases is being advanced from FY 2021 to FY 2020 to continue PE activities and start authorized ROW phase actions. OTC action was required and approval occurred during their January 2020 meeting. A detailed RTP consistency review occurred with the additional of the ROW phase funding. The project scope remains consistent in scale and proposed improvements. RTP consistency is maintained. OTC approval authorized the commitment of the HB2017 funds to the project. The OTC action satisfies proof of funding requirement and ensures fiscal constraint is maintained. The review also verifies the NEPA-TIP validation requirement ensuring that scope and costs are being programmed consistent with the NEPA Environmental Assessment (EA) document.

By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 2021. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes. The advancement ensures the project stays on its projected delivery schedule as well.

RTP References:

> RTP ID: 10867: I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE, NEPA, ROW
> RTP Description: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.
> Exemption Status: Project is an not exempt as defined per 40 CFR 93.126, Table 2 or 40 CFR 92.127. The project contains capacity enhancing improvement elements. The project has been included in the Metro travel demand model and completed required analysis to the proposed system improvements.

Fund Codes:

> ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.
> 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.
> Other = General local funds used above the match requirement to cover phase costs.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 12, 2020

To: JPACT and Interested Parties

From: Ken Lobeck, Funding Programs Lead, 503-797-1785

Subject: March 2020 MTIP Rose Quarter Formal Amendment & Resolution 20-5088 Approval Request

---

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING AND ADVANCING THE ODOT ROSE QUARTER IMPROVEMENT PROJECT PRELIMARY ENGINEERING AND RIGHT OF WAY PHASES INTO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MR20-10-MAR2)

BACKROUND

DISCUSSION & DISAGREEMENTS AT THE MARCH 6, 2020 TPAC MEETING:

The March 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment initially proposed the advancement of ten Oregon Department of Transportation (ODOT) 2021-2024 new draft State Transportation Improvement Program (STIP) projects into FY 2020 including the ODOT's Rose Quarter Improvement project in Key 19071. The formal amendment to Key 19071 proposed adding $48,126,545 to the Preliminary Engineering (PE) phase bringing PE phase programming up to its full needed level at $71,391,997. The second part of the amendment to Key 19071 proposed adding $58 million for Right-of-Way (ROW) phase and advance the ROW phase to FY 2020. The amendment adjustment to the Rose Quarter Improvement Project fully programs PE and ROW phases and increases the project programming level from $27,391,997 to $129,391,997. The project was one of twelve total included in the March 2020 Formal MTIP Amendment bundle covered by Resolution 20-5052.

During the amendment notification to Metro's Transportation Policy and Alternatives Committee (TPAC) on March 6, 2020, several concerns about recommending the programming adjustments to JPACT for the Rose Quarter Improvement Project. Several TPAC members stated they personally did not support the Rose Quarter Improvement Project and could not vote in favor of the project being included in the amendment bundle.

Discussion ensued resulting in TPAC members recommending that the Rose Quarter Improvement Project be removed from the March 2020 Formal MTIP Amendment Bundle under Resolution 20-5082. TPAC members provided their approval recommendation to JPACT for the remaining eleven projects in the amendment bundle.

Discussion and debate continued among TPAC members over how to address the amendment request for the Rose Quarter Improvement Project. TPAC members appeared to be split about 50-50 in support or opposed to the project. Of those who oppose the project, four objections were noted:

- Opportunity costs for the project:
    - Monetary concerns towards the project
    - Questions concerning the need for the project in regards to the costs and benefits

- Concerns the project does not meet Regional Transportation Plan (RTP) goals and strategies
- Questionable benefits that are in conflict with RTP Climate Smart strategies.

Of the three above objections noted above, TPAC members did not elaborate and provide additional details supporting their objections. As a result, the opposition to the Rose Quarter Improvement Project was sufficient to block reaching a majority approval to move forward with the MTIP Formal Amendment. The oppositions raised to the project were focused on the implementation and delivery of the project and not any components of the MTIP amendment, or amendment process through Metro. This greatly concerns Metro staff and is discussed later in the staff report.

After additional debate and discussion, TPAC members agreed to forward the Rose Quarter Improvement Project MTIP Amendment request to JPACT without an approval recommendation for discussion at JPACT. The action was a compromised motion proposed by the city of Portland's TPAC representative with the overall goals to:

- Separate the Rose Quarter Improvement Project out from the other eleven projects in the March 2020 Formal MTIP Amendment Bundle with Resolution 20-5082 allowing them to proceed through the normal Metro approval process.

- Forward the Rose Quarter Improvement Project to JPACT as a separate project (now under Resolution 20-5088) for discussion of current work under way, and past completed actions for:
    - A better understanding the overall federal transportation delivery process
    - Efforts accomplished through the National Environmental Policy Act (NEPA) to address environmental concerns,
    - Identify planning actions in support of the project to address congestion relief, safety, environmental issues, etc.

The majority of TPAC members accepted and passed the neutral/non-recommendation motion as noted above, However, the vote was not unanimous and included several abstentions as well.

What are the requested actions?

- Staff has pulled the Rose Quarter Improvement Project from Resolution 20-5082 and will have it proceed separately to JPACT under Resolution 20-5088 per TPAC's direction
- Staff have clarified and updated the staff report and supporting materials allowing the Rose Quarter Improvement Project to work through the Metro approval process as a stand-alone MTIP Amendment.
- **Staff concurs with TPAC and recommends discussion and debate as needed at JPACT to resolve and remove the political aspects of the Rose Quarter Improvement Project from the changes requested by ODOT for the MTIP Amendment.**
- **Staff still recommends JPACT approve Resolution 20-5088 and recommend approval to Metro Council to allow submission to USDOT and final approval for inclusion in the MTIP.**
- **Staff requests JPACT provide additional guidance and/or clarification on TPAC's notification role involving MTIP formal amendments.**

The following pages provide additional details concerning the above actions.

WHAT IS THE MTIP?

- ✓ The MTIP reflects the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO(s) and the Governor(s).
- ✓ The Metropolitan Planning Organization (MPO) is the delegated arm to USDOT for the development, update, management, and completing required amendments to the MTIP.
- ✓ Projects added to the MTIP through a process called "Programming". Programming refers to the process of selecting projects for funding, identifying funding resources, and scheduling implementation. Programming is a distinct phase of transportation decision making that occurs in conjunction with long-range planning. It focuses on the short-term planning priorities and commits funds for expenditure. Projects are selected by matching available revenue with planned projects that meet the criteria for that funding stream.
- ✓ **For lead agencies with projects required to be included in the MTIP and utilizing funds outside of the MPOs management or control, then the MPO acts as the conduit to complete required programming or amendment actions to the MTIP on behalf of the lead agency.**
- ✓ TIP projects must be consistent with the 20-year (or longer) long-range transportation plan, reflect near term investment priorities, and indicate progress toward system performance targets. The TIP must contain a minimum of four years' worth of projects and must be updated at least every four years.
- ✓ Per the governing Code of Federal Regulations and Statutes, the MTIP must:
    - Include projects for any mode that will be using Federal funding or Federal subsidy [23USC§134(j)(2)(A)].
    - Provide a project description and location for each project [23USC §134(j)(2)(C)]
    - Prioritize the projects [23USC §134(j)(1)(A)].
    - Indicate the sources of funding that will be used to construct the project [23USC §134(j)(2)(B)(ii)]. Demonstrate a contribution to achieving performance targets [23USC §134(j)(2)(D)].1
    - Include a consultation process with stakeholders prior to adoption [23USC §134(j)(4)].
    - Undergo a period of public availability and comment [23USC §134(j)(1)(B)].
    - Be adopted by the MPO governing board and submitted to the governor [23USC §134(j)(1)(D)(ii)].

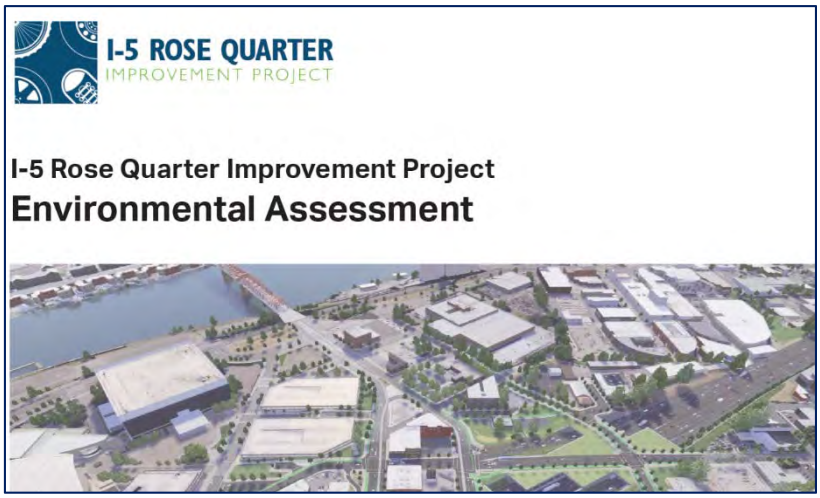
- ✓ Complete required formal/full amendments and administrative modifications for USDOT ensuring for each project included in the MTIP, the following areas are satisfactorily addressed:
    - Required eligibility for MTIP Programming.
    - Verify proof of funding for any and all new funds added to the MTIP.
    - Determine fiscal constraint is still maintained as a result of the amendment action
    - Passes RTP consistency review and validation areas to include:
        - Identified in the constrain section of the approved RTP
        - Determine if the project is considered regionally significant.
        - Identified as either capacity enhancing type projects or no-capacity enhancing, exempt projects
        - Evaluate and review project changes for possible air quality impacts
        - Evaluate and review project changes for travel demand modeling impacts.
        - Validate project scope and limits are consistent with the RTP project entry.
        - Validate project scope, limits, and funding changes can occur legally based on USDOT amendment guidance

        - Verification that the project scope and limits match up to regional RTP goals and strategies
    - Verify and validate project obligations against programming for annual fund obligation targets compliance and complete technical funding corrections as required to help keep the STIP and MTIP matched down to the project level and the overall programming balanced between both documents
    - Complete required public notification and opportunity for public comments periods for all formal/full amendments.
    - Monitors and secures required supplemental project approvals (e.g. funding awards, OTC approvals requirements, etc.) for any and all submitted amendments
    - Identify and provide initial project tagging assessment in support of later performance measurement needs.

Summary: The MTIP functions as a 4-year snapshot in time of how the region will expend federal, state, and local funds on regional significant projects. As long as projects satisfy USDOT's eligibility, funding, and programming requirements, and RTP consistency requirements, the project will be included in the MTIP and amended as required. However, the MTIP is not a political document. It does not advocate one project over another.

SUMMARY OF THE ROSE QUARTER IMPROVEMENT PROJECT

In addition to the amendment table that contain the regular detail about the amendment, the following provides a few extra points about the Rose Quarter Improvement Project:



1. The Rose Quarter Improvement Project is a named and approved project from HB 2017 which was approved by the Oregon Legislature and signed by the Governor.

2. The Oregon Transportation Commission (OTC) is charged with the oversight responsibility from HB2017 in Section 27c to complete the estimated costs, develop the project's design features, determine the approach and schedule to deliver the project, and oversee delivery.

3. The Rose Quarter Improvement project is a federalized project and was required to complete the NEPA process. The Environmental Assessment (EA) was approved as of February 15, 2019 and is 118 pages long.

4. The EA examined and evaluated environmental impacts to include:
    a. No build-alternative versus the build alternative
    b. Affected Environmental and Environmental Consequences to include
        i. Air Quality
        ii. Aquatic Biology
        iii. Archaeology
        iv. Climate Change

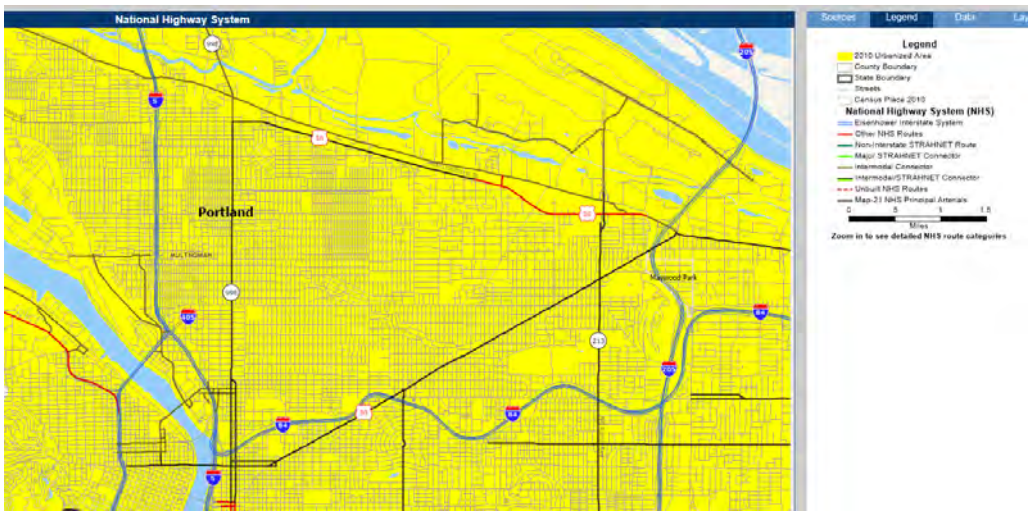
v. Environmental Justice
vi. Hazardous Materials
vii. Historic Resources
viii. Land-use impacts
ix. Noise impacts
x. Section 4(f): Impacts to historic properties, park & recreational facilities, and wildlife plus waterfowl refuges
xi. Right-of Way needs and impacts
xii. Socioeconomic impacts
xiii. Transportation impacts
xiv. Utility requirements and impacts
xv. Water Resource impacts
xvi. Cumulative impacts

c. Public Involvement and Agency Coordination requirements

AMENDMENT CONSISTENCY REVIEW:

As part of the March 2020 Formal MTIP Amendment Bundle submission requirements, Metro requested ODOT provide additional details about the projects to ensure all RTP consistency areas were properly addressed. The below items summarize the validation and verification process:

- **MTIP Programming Requirement Verification.**
  - ✓ Sources:
    a. Federal funds committed to the project
    b. Project is located on the National Highway System (NHS) – Yes, project is identified as an "Eisenhower Interstate System" route on the NHS
    c. Capacity enhancing project.
    d. Summary: The project is required to be programmed in the MTIP.



- **Proof of Funding.**
  - ✓ Source: HB2017 Legislation

(Tax and Fee Distribution and Projects)

SECTION 71a. (1) The following amounts shall be distributed in the manner prescribed in this section:

(a) The amount attributable to the increase in tax rates by section 45 of this 2017 Act and the amendments to ORS 319.020 and 319.530 by sections 40 to 43 of this 2017 Act.

(b) The amount attributable to the vehicle registration and title fees imposed under sections 32, 33, 37 and 38 of this 2017 Act.

(c) The amount attributable to the increase in taxes and fees by the amendments to ORS 803.420, 803.645, 818.225, 818.270, 825.450, 825.476, 825.480 and 826.023 by sections 34, 35, 48, 49, 51, 52, 54, 55, 57, 58, 63, 64, 66, 67 and 70 of this 2017 Act.

(2) The amounts described in subsection (1) of this section shall be distributed in the following order and for the following purposes:

(a) For calendar years beginning on or after January 1, 2022, $30 million shall be used for the Interstate 5 Rose Quarter Project. This amount shall be used for the Interstate 5 Rose Quarter Project only until the later of the date on which the project is completed or on which all bonds issued to fund the project have been repaid.

(b) $10 million per year shall be deposited into the Safe Routes to Schools Fund for the purpose of providing Safe Routes to Schools matching grants under section 123 of this 2017

- **Funds Available/Fiscal Constraint Validation.**
  - ✓ Source: OTC January 10, 2020 approval letter

Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: January 10, 2020

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda F** – Approve release of the *Draft 2021-2024 Statewide Transportation Improvement Program (STIP)* for Public Review and Comment

Requested Action:
Approve releasing the *Draft 2021-2024 Statewide Transportation Improvement Program (STIP)* to the public for review and comment and approve the list of projects to advance to begin delivery.

Background:
The *Draft 2021-2024 STIP* (Attachment 1) is the department's short-term capital improvement program required by federal regulations that outlines project funding and scheduling information for the Department and the state's metropolitan planning organizations.

In December 2017, the Oregon Transportation Commission (OTC) approved the funding allocation for the Draft 2021-2024 STIP. Approval of these funds allowed the project selection to continue on the existing timeline for Highway Leverage, Safety Leverage, and Fix-It programs. During this time period, Oregon Department of Transportation (ODOT) worked with the various regional Area Commission on Transportation (ACTs) and stakeholders to seek comments and input into the projects selected

2021-2024 Draft STIP Advance Phase List
1/7/2020

Attachment 2

Key #	Project Name	Phase	Phase Amount	Year	Justification
Region 1					
K20300	OR217 at US26 Westbound Ramp/US26: OR217 - Cornell	PE	$ 111,839	2020	This project should align with the adjacent US26 (Sunset Highway) Sylvan to OR 217 project. Advancing to the current STIP will save on costs and be more efficient for project delivery. Bid scheduled for August 2020.
K20382	Morrison Street: Willamette River (Morrison) Bridge	CN	$ 5,000,000	2020	Adding additional SSM to local agency project to allow construction to move forward due to higher estimates.
K21599	US26: Salmon River - Zigzag	PE	$ 1,583,489	2020	This project needs to align with the adjacent project in the current STIP to reduce costs, reduce impact to travelling public, and for efficiency in project delivery.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	This project needs to align with the adjacent project in the current STIP to reduce costs, reduce impact to travelling [illegible]
K19071	I-5 Rose Quarter Improvement Project	PE	$ 44,000,000	2020	By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 202. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes.
K19071	I-5 Rose Quarter Improvement Project	RW	$ 58,000,000	2020	By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 202. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes.
K20471	OR99W: Tualatin River northbound bridge	CN	$ 1,202,900	2020	[illegible] reduce anticipated traffic impacts. In addition there is potential for lower bid prices when constructed earlier. The PE was started in the 18-21 STIP. Construction was cancelled due to the rebalance. The overlay has derise cracking in some areas and large cracks in others. The overlay that is on the bridge has reached the end of its service life.

- RTP Consistency Review. Validation Areas:
  - ✓ **Project is included in the constrained approved RTP**: Yes.
    Source: Approved 2018 RTP Constrained Project List. RTP ID 11176 and 10867

Published 3/15/19

2018 Regional Transportation Plan
Financially Constrained List of Projects and Programs

RTP Investment Category	County	Nominating Agency	Primary Facility Owner	RTP ID	Project Name	Start Location	End Location	Description
Throughways	Multnomah County	ODOT	ODOT	11176	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction	I-84	Greeley St.	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.
Throughways	Multnomah County	ODOT	ODOT	10867	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE, NEPA, ROW	I-84	Greeley St.	Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

- RTP Consistency Review. **Is this a Regionally Significant Project?**
  - ✓ Yes. The project is located "on-system" (in the modeling network), is capacity enhancing, and contains federal funds.

- RTP Consistency Review. **Is the project exempt from transportation modeling and air quality analysis?**
  - ✓ No. The project is not defined as a non-capacity, exempt project per 40 CFR 93.126, Table 2 or 40 CFR 93.127

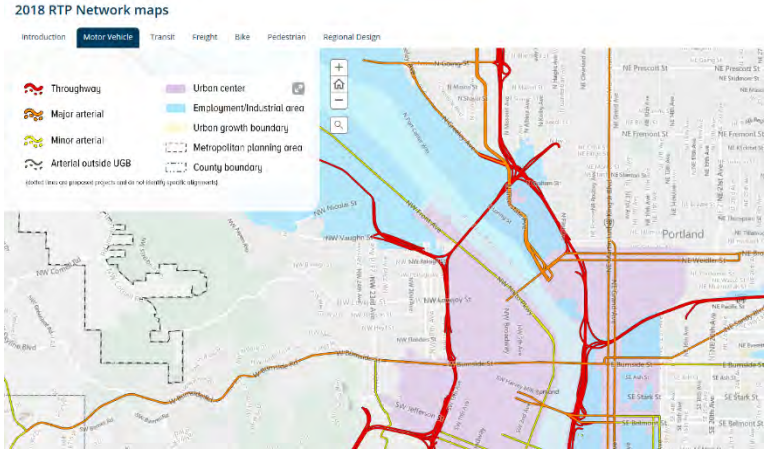
- RTP Consistency Review. **Is the project included in the Metro modeling network verifying that transportation travel demand modeling and air quality analysis requirements have been completed**?
  - ✓ Yes

PROJECT SCOPE ASSUMPTIONS

The Project is at a preliminary level of design (approximately a 15 percent design level) and assumes the following key features:

- **A new auxiliary lane in each direction on I-5 between I-84 and I-405** to support merging and improved connections between interchanges in an area where three interstates come together
- **Wider safety shoulders** in each direction on I-5 between I-84 and I-405 to provide space for disabled vehicles to move out of traffic and allow emergency vehicles to respond more quickly
- **Highway covers over I-5** that replace and structurally upgrade existing overpasses and create public space
- **Local street multimodal improvements**
- **A new east-west crossing** to connect NE Hancock Street with N Dixon Street
- **A new bicycle and pedestrian bridge** from Clackamas Street to the Rose Quarter entertainment area

- RTP Consistency Review. **Is the project located in at least one of the five Metro modeling networks?**
  - ✓ Yes. The project is located ion I-5 in the Motor Vehicle network. I-5 is defined as a Throughway



- RTP Consistency Review. **As modeled and included in the constrained RTP, does the project's major scope elements and limits match up with the project in the metro modeling network**?
  - ✓ Yes. The project as submitted for programming in the MTIP contain the same major scope elements and project limits as identified in the RTP. Sources: RTP modeling network, and Rose Quarter Improvement Project Environmental Assessment

- Finally, does the project match up with the goals and strategies identified in the RTP?
  - ✓ Yes. RTP Goal #5 – Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Summary of RTP Consistency Review:

1. ODOT submitted the amendment request along with all required support documentation including
   a. a formal request for the amendment
   b. STIP Impacts Worksheet (explaining the need for the amendment
   c. STIP Summary Report (request financial changes and name/description updates if required
   d. OTC support documentation
   e. Project location maps
   f. Answers to Metro questions for clarification

2. As a result of the amendment programming review and RTP consistency review:
   a. The requested programming changes are legal.
   b. Fiscal constraint is maintained. The additional funding for PE and ROW phases along with advancing the ROW phase into 2020 has been verified along with OTC approval for the advancement.
   c. RTP consistency is maintained and no scope issues appear evident as a result of the requested changes.
   d. Finally, ODOT has provided adequate justification for the needed funding changes and phase advancement.
   e. The funding increase exceeds the 20% threshold for funding changes so the changes must be made via a formal/full amendment

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5088

Metro

Proposed March 2020 Formal Amendment Bundle
Amendment Type: Formal/Full
Amendment #: MR20-10-MAR2
Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key **19071**	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, ~~continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan~~ **Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities**	**ADD FUNDING** The formal amendment adds $48,126,545 to the PE phase increasing it to $71.3 million. It also adds $58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to $129,391,997. OTC approval was required and occurred during their January 2020 meeting

Project Description Note:
The project description is being updated as an implementation phase is being added (Right-of-Way). As the project moves into implementation of delivery phases (Right-of-Way, Utility Relocation, and Construction) the description calls out the major scope elements as best as the data field space will allow. The MTIP contains both a detailed description field and a short field. The detailed description field is not visible in the MTIP public document. The detailed description had already been updated to reflect the above updated description. The short description is now being corrected to reflect the same description to avoid a perception that scope change had occurred. There is no change in project scope.

A summary of the amended projects is provided below.

Project 1:	**I-5 Rose Quarter Improvement Project**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**19071**	MTIP ID Number:	70784
Projects Description:	Project Snapshot: • Proposed improvements: Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities		

<table>
<tr><td></td><td>

- Source: Existing Project
- Funding:
  Much of the required funding for Preliminary Engineering and Right-of-Way (ROW) phases will be from HB2017 state funds and combination of other federal funds.
- Project Type: Highway – capacity improvement project
- Location: On I-5 between I-84 and I-405 in north Portland
- Cross Street Limits: I-84 in the south north to I-405 interchange
- Overall Mile Post Limits: 301.40 to 303.20 which equals about 1.8 miles
- Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: 18-21-3617
- MTIP Amendment Number: MR20-09-MAR

</td></tr>
<tr><td>What is changing?</td><td>

AMENDMENT ACTION: ADD FUNDING

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, and within the I-5 Broadway/Weidler interchange. In support of this purpose, the Project will improve local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange, and improve multimodal connections between neighborhoods located to the east and west of I-5. The amendment adds funding the PE and ROW phases, plus advances the ROW phase from the new draft S2021-24 STIP forward to FY 2020 and into the current 2018-21 STIP. As a result, the Preliminary Engineering (PE) phase increases from $27,291,997 to $71,391,997. $58,000,000 is added to the ROW phase.

</td></tr>
<tr><td>Additional Details:</td><td>

As of January 2020, an updated Cost to Complete report has been issued. The project's revised total estimated cost has increased from $450-$500 million to $715 to $795 million as shown at right.

Year of Dollars	Preliminary Cost Estimate (2017)	Base Estimate Range (2025)
TOTAL	$450.0 - $500.0	$715.0 to $795.0
INFLATION	$0.0	$130.0 to $147.0
RIGHT-OF-WAY	$6.0	$42.0 to $52.3
UTILITY		

Table 5-2 Cost By Design Feature- millions (2025 Dollars)

The major scope improvement elements include improvements to the I-5 mainline, highway covers, local street improvements, and construction of the Clackamas Pedestrian and Bicycle Crossing. The estimated cost breakout among these scope elements per the Cost to Complete Report is shown at right.

PROJECT FEATURES	COST RANGE
I-5 Mainline	$397.8 to $442.4
Highway Covers	$257.3 to $286.0
Local Street Improvements	$44.2 to $49.1
Clackamas Pedestrian and Bicycle Crossing	$15.7 to $17.5
TOTAL	$715.0 to $795.0

Additional project summary details are provided in Attachment 1 to the staff report.

</td></tr>
<tr><td>Why a Formal amendment is required?</td><td>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Cost increase above 20% for $1 million or greater projects requires a full/formal amendment</td></tr>
</table>

Total Programmed Amount:	PE and ROW phases are generally now completely programmed. Construction will be added later. The formal amendment increases the total project programming to $129,391,997. The total estimated project cost range is $715 to $795 million
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Note: The Amendment Matrix located on the next page 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.

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: • 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:
• FHWA project cost increase/decrease:
  • 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.

- 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.
- 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 March 2020 Rose Quarter Formal MTIP amendment (MR20-10-MAR2) will include the following:

Action	Target Date
Initiate the required 30-day public notification process……	February 27, 2020
TPAC notification and approval recommendation…….…	March 6, 2020
JPACT approval and recommendation to Council…….…	**March 19, 2020**
Completion of public notification process……..	March 27, 2020
Metro Council approval……..	April 2, 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:

Action	Target Date
Amendment bundle submission to ODOT for review……....	April 7, 2020
Submission of the final amendment package to USDOT……..	April 7, 2020
ODOT clarification and approval……..	Late April, 2020
USDOT clarification and final amendment approval……..	Early May 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:

- **Staff concurs with TPAC and recommends discussion and debate as needed at JPACT to resolve and remove the political aspects of the Rose Quarter Improvement Project from the changes requested by ODOT for the MTIP Amendment.**

- **Staff still recommends JPACT approve Resolution 20-5088 and recommend approval to Metro Council to allow submission to USDOT and final approval for inclusion in the MTIP.**

- **Staff requests JPACT provide additional guidance and/or clarification on TPAC's notification role involving MTIP formal amendments.**

Attachments:

1. Project Purpose/Executive Summary/Project Cost Summary to the January 2020 I-5 Rose Quarter Improvement Project Cost to Complete Report
2. January 10, 2020 OTC Staff Report

Attachment 1

Metro March 2020 Formal MTIP Amenmdnent
Attachment 1 to Staff Report

Oregon Department of Transportation

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

COST TO COMPLETE

JANUARY
2020

PURPOSE OF THE COST TO COMPLETE REPORT

With the passage of House Bill 2017 (HB 2017), the Oregon Legislature (herein, State Legislature) made a significant investment to improve the transportation infrastructure within the State of Oregon (State). HB 2017 statutorily directs construction and dedicates funding to the I-5 Rose Quarter Improvement Project (Project) as part of a suite of investments to reduce congestion and improve operations in the Portland metro region, and to add vitality to the statewide economy.

Central to the effective implementation of HB 2017, the Oregon Department of Transportation (ODOT) is committed to effectively delivering programs and projects in an accountable, transparent, and efficient manner. To meet this goal, and the requirements set forth in Section 27c of HB 2017, the Oregon Transportation Commission (OTC) and ODOT have conducted a study to deliver a report to the Joint Committee on Transportation by February 1, 2020, documenting the estimated cost required to complete the I-5 Rose Quarter Improvement Project. Section 27c of HB 2017 states:

SECTION 27c. The Oregon Transportation Commission shall conduct a study and make a report on its findings to the Joint Committee on Transportation established under section 26 of this 2017 Act and to the appropriate fiscal and policy committees or interim committees of the Legislative Assembly as follows:

(2) No later than February 1, 2020, the costs to complete the Interstate 5 Rose Quarter Project.

This Cost to Complete (CTC) report documents the approach and plan to deliver the Project within a projected cost and schedule, and describes the Project's design features, constructability, and the selected delivery method. This CTC report documents the Project's scope assumptions as part of the current cost estimate.

Figure 0-1 I-5 Rose Quarter Improvement Project Mainline

EXECUTIVE SUMMARY

PROJECT OVERVIEW

A PROJECT OF STATEWIDE SIGNIFICANCE

Interstate 5 (I-5) is the main north-south route moving people and goods and connecting population centers across the West Coast of the United States from Mexico to Canada. In the Portland region between Interstate 84 (I-84) and Interstate 405 (I-405), I-5 carries some of the highest number of vehicles in the State and is critical for truck freight and businesses moving goods, commuters traveling to and from Portland, and locals traveling within the region. This segment of I-5 experiences the State's highest crash rate on an urban interstate and is the single worst traffic bottleneck in the State. These impacts contribute to degraded travel reliability on I-5 through the Portland region, and produce further statewide effects. Within this segment of I-5, travel times are increasing for all commuters with over 12 hours of congestion each day. This segment of I-5 is also the worst truck freight bottleneck in the State, and the 28th worst truck freight bottleneck in the nation, affecting the regional and statewide economy.

PROJECT PURPOSE

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, and within the I-5 Broadway/Weidler interchange. In support of this purpose, the Project will improve local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange, and improve multimodal connections between neighborhoods located to the east and west of I-5. [i]

PROJECT NEEDS AND BENEFITS

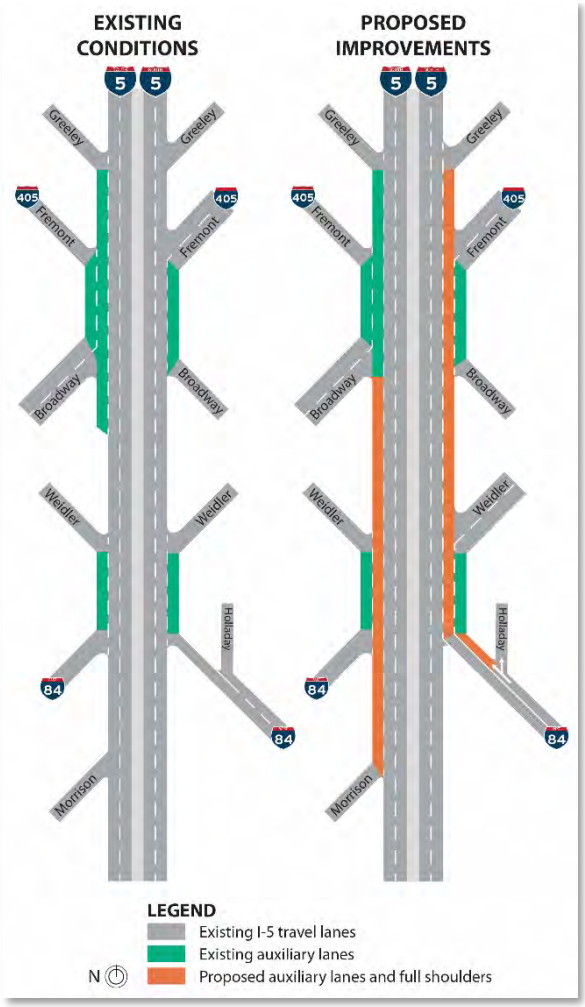
The Project addresses the following needs and provides the following benefits:

I-5 safety and congestion – The segment of I-5 between I-405 and I-84 incurs 3.5 times more crashes than the statewide average and has some of the highest traffic volumes in the state (12 hours of congestion each day). The Project's auxiliary lanes and wider safety shoulders will reduce frequent crashes and save drivers nearly 2.5 million hours of vehicle delay each year.

Travel reliability – As congestion and safety issues increase, travel reliability on the transportation network decreases. On I-5 between I-84 and I-405, reliability has decreased during most hours of the day. Project improvements will reduce the number of crashes and alleviate congestion, which will improve travel reliability for all modes and freight.

Economic opportunities – The Portland metro area and the entire State will benefit from the safety and operational improvements of the Project as the economy depends heavily on freight movement. The Project will also be a catalyst for near-term job creation and future redevelopment in the area. The Project will maximize opportunities for minority-owned and small businesses and will seek to hire from a diverse workforce program, with the goal of generating economic opportunities for underrepresented communities.

Figure 0-2 Proposed Auxiliary Lanes and Shoulders



Multimodal enhancements – Some of the existing pedestrian and bicycle facilities in the Project area expose users to navigational challenges, such as crossing freeway on- or off-ramps. Changes to the local street system and the addition of highway covers will reduce conflict points between vehicles and pedestrians, people riding bicycles, or people rolling in the Project area. Changes to overcrossings will enhance walking and bicycling comfort.

Broadway/Weidler interchange operations – The complexity and congestion at the I-5 Broadway/Weidler interchange creates navigation challenges for vehicles, transit, pedestrians, and bicyclists. The Project will simplify the configuration of the interchange, easing navigation for all modes of travel.

PROJECT SCOPE ASSUMPTIONS

The Project is at a preliminary level of design (approximately a 15 percent design level) and assumes the following key features:

- **A new auxiliary lane in each direction on I-5 between I-84 and I-405** to support merging and improved connections between interchanges in an area where three interstates come together
- **Wider safety shoulders** in each direction on I-5 between I-84 and I-405 to provide space for disabled vehicles to move out of traffic and allow emergency vehicles to respond more quickly
- **Highway covers over I-5** that replace and structurally upgrade existing overpasses and create public space
- **Local street multimodal improvements**
- **A new east-west crossing** to connect NE Hancock Street with N Dixon Street
- **A new bicycle and pedestrian bridge** from Clackamas Street to the Rose Quarter entertainment area

These features are consistent with adopted regional and local land use and transportation plans. See the Project Planning, History and Community Engagement section in this Executive Summary for more information.

REDUCING CONGESTION AND IMPROVING TRAVEL SAFETY

The new auxiliary lanes will connect on-ramps directly to the next off-ramp on I-5. As an example, about 99 percent of the vehicles that merge onto I-5 heading south from the Fremont Bridge (I-405) during the evening peak hour period are exiting at the three exits within the Project area – the Broadway, I-84 and Morrison Bridge exits. The addition of an auxiliary lane will allow drivers to make these trips without merging into the two through lanes on I-5 before exiting. This will reduce rear-end and sideswipe crashes, both of which are major causes of delay.

Adding safety shoulders will also help reduce the number of sideswipe and rear-end crashes and reduce delays caused by those crashes. The new shoulders will also provide a place for vehicles in crashes to move safely off the roadway and safer and quicker access for emergency service vehicles to reach emergencies within or beyond the Rose Quarter area.

The Project's assumed multimodal improvements will provide enhanced separation for pedestrians and bicyclists from vehicles on the local street network. The Project assumes new multiuse paths and a pedestrian-and-bicycle-only bridge across I-5 connecting NE Clackamas Street and the Rose Quarter entertainment area.

PROJECT PLANNING, HISTORY AND COMMUNITY ENGAGEMENT

Decades of planning and partnership by ODOT and the City of Portland (City) have occurred to address the safety and operational needs on I-5 and within the Broadway/Weidler interchange through the Rose Quarter. Beginning in the late 1980s, ODOT developed several studies, including the I-5: Greeley-N. Banfield Study (1987) and Modified Concept (1990-96), the Portland/Vancouver I-5 Trade Corridor Study (1999), the I-5/I-405 Freeway Loop Study (2005), and the ODOT/City Practical Design Workshop (2007) to evaluate transportation infrastructure design options.

ODOT and the City reached agreement on a practically designed set of concepts through the 2010-2012 N/NE Quadrant Plan and I-5 Broadway/Weidler Facility Plan effort. Together with a 30-member Stakeholder Advisory Committee (SAC), ODOT and the City evaluated more than 70

design concepts and narrowed the scope of freeway improvements to accommodate and incorporate modifications to the local system in line with the City's land use planning goals. During the 2010-2012 planning effort, ODOT and the City engaged with more than 2,800 individuals and held 19 SAC meetings, 14 subcommittee meetings, 4 open houses, and more than 85 community briefings and walking tours. In 2012, the Portland City Council and OTC adopted the plans and the recommended design concept, which are now reflected as the Project.

The Project design concept is included in adopted Portland regional land use and transportation plans. The Metro Council (the Portland region's metropolitan planning organization) and the Joint Policy Advisory Committee on Transportation (which makes recommendations to the Metro Council) adopted the proposed Project as part of the Regional Transportation Plan in 2014 and again in 2018. Portland City Council adopted the proposed Project into the Central City 2035 Plan (CC2035 Plan) and the Transportation System Plan in June 2018.

Beginning in 2017, as required by the National Environmental Policy Act (NEPA) and consistent with federal regulations, ODOT and the Federal Highway Administration (FHWA) conducted the Environmental Assessment (EA) process for the Project and published the Project's EA on February 15, 2019 for a 45-day public review and comment. The EA conducted an in-depth evaluation of the benefits and impacts of two alternatives: one in which the Project would move forward as planned (the Build Alternative), and one in which the Project would not be built (the No-Build Alternative). This CTC report reflects the cost estimate for the Build Alternative as described in the EA. This is an informational report to describe the costs of the Build Alternative and does not represent a final NEPA decision nor presume a defined outcome of the NEPA process.

As discussed in greater detail below, this report reflects a 15 percent level of planning and design development and assumes no deviation from the current EA level of review. FHWA will make a final decision regarding the level of NEPA review and concur on the selected Project alternative; to date, no final decision has been made.

During the Project's EA phase, ODOT emphasized engaging the historically impacted communities of color in the Project area. Engagement activities included interviews with Black Portlanders, work with a 14-member Community Liaisons Group to inform outreach, Project presentations at more than 100 events and community gatherings, 9 public events with more than 280 attendees, community walking and biking tours, door-to-door outreach with more than 60 businesses, updates via the Project website and newsletters, and a 45-day public review and comment period on the draft EA.

The Project team continues to intentionally listen, inform, engage, and empower the historically impacted African American community, the primary community displaced by past public and private development decisions in the Project vicinity, as well as other communities of color. Transparent, inclusive engagement will continue to be a central feature of the Project throughout design and construction.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND WORKFORCE PROGRAM

ODOT and the City have collaboratively engaged the Disadvantaged Business Enterprise (DBE) community and prioritized a DBE and Workforce program. Goals of the program include identifying new and innovative ways to engage DBE firms, increasing workforce capacity, and informing and preparing prospective bidders in an effort to increase economic benefit among local firms and workers.

EQUITY BY DESIGN

Equity has been an integral component of early Project design, and will continue to be throughout all design phases and construction. Equity is significant in informing design decisions and direction. Throughout Project delivery, the Project team will intentionally listen, inform, and engage communities of color, especially the historically impacted African American communities. These principles relate to design decisions as well as how the Project team conducts community engagement. The Project team will use an iterative community engagement approach to inform design decisions so the Project reflects community values.

PROJECT COST

The Project cost estimate is described below and includes the 2017 preliminary cost estimate, an updated cost estimate, and the factors affecting the cost change.

PRELIMINARY COST ESTIMATE (2017)

Prior to, and during the development of HB 2017, ODOT prepared a preliminary Project cost estimate. This preliminary cost estimate was developed prior to a defined delivery schedule and was reflective of construction costs in the most current dollar value at the time, in 2017 dollars. This preliminary cost estimate ranged from $450 million to $500 million in 2017 dollars.

Within HB 2017, the State Legislature statutorily directed $30 million annually beginning in 2022 and directed the OTC to submit a cost to complete report further detailing the total estimated Project cost.

UPDATED PROJECT ESTIMATE SINCE HB 2017 – FACTORS AFFECTING COST

Since 2017, the Project team has further developed the design and refined the cost estimate to reflect the anticipated year of construction, new standards, and information learned during the EA process. Based on the current Project delivery schedule, main construction is expected to begin in 2023 with anticipated completion by 2027. Changes in cost from the preliminary 2017 estimate to the cost estimate presented in this CTC report are attributable to the effects of updated code and tax requirements, design progression, technical analysis, and inflation on construction and engineering costs.

Inflation – The 2017 preliminary cost estimate was developed prior to the Project's inclusion within HB 2017 and reflected a construction cost with the best known information and most current dollar value at the time. Inflation was not included in the 2017 preliminary estimate as a construction schedule had not yet been defined for the Project. Since the HB 2017 estimate, inflation has been incorporated into the current Project estimate.

By accounting for the average annual inflation rate, between 3.0 percent and 3.5 percent, and carrying this inflation rate through to 2025 (the midpoint of construction), the Project's base estimate increases by $130 million to $147 million based on inflation.

Fire and Life Safety (FLS) protection – Fire and Life Safety (FLS) systems for the highway covers are now required to include active components, and a more responsive system overall. This results from revisions to, and incorporation of, the National Fire Protection Association (NFPA) code and the need to adhere to FHWA requirements to allow hazardous cargo movement along I-5. The $18 million to $25 million for the highway cover FLS systems are incorporated in the current Project cost.

Technical analysis and design progression – Since 2017, the Project team has refined Project design assumptions through both the EA process and by advancing the Project's design into preliminary engineering. The new factors affecting cost include the following:

- Additional right-of-way (ROW), including easements, needed to accommodate safe and efficient construction access and staging
- Reimbursable utility requirements that are better defined as a result of ongoing discussions with utility providers
- Increased length of retaining walls based on recently obtained ground elevation survey data
- The addition of sound walls adjacent to sensitive noise receptors
- Use of continuously reinforced concrete pavement (CRCP) along I-5 instead of asphalt (CRCP has a higher initial cost but a significantly lower long-term maintenance cost)

Cost refinements – As part of this cost estimate, the Project team has incorporated more than a dozen cost reduction measures that continue to improve safety and modal performance. ODOT will continue ongoing value engineering (VE) efforts during design to include added contractor input and other opportunities to further reduce the overall Project cost. ODOT also anticipates revenue from the sale of surplus property at the conclusion of Project construction. Estimates of the surplus value will be developed as part of the transition from design to construction by 2023.

Table 0-1 compares the preliminary 2017 cost estimate to a range of current Project costs. The range is reflective of the following factors:

Low End of Range ($715 million)

- Assumed annual inflation rate of 3 percent from 2017 to 2025
- Less variability in quantity and unit price assumptions
- Higher potential for VE – the process used to analyze and determine cost savings solutions – with the Construction Manager/General Contractor (CM/GC), when selected to join the team

Upper End of Range ($795 million)

- Assumed annual inflation rate of 3.5 percent from 2017 to 2025
- More variability in quantity and unit price assumptions
- More limited VE opportunities with the CM/GC, when selected to join the team

Table 0- 1 Change to Estimated Project Cost from HB 2017

Year of Dollars	**Preliminary Cost Estimate** *(2017)*	**Base Estimate Range** *(2025)*
TOTAL	***$450.0 - $500.0***	***$715.0 to $795.0***
INFLATION	*$0.0*	$130.0 to $147.0
RIGHT-OF-WAY	*$6.0*	$42.0 to $52.3
UTILITY REIMBURSEMENT	*$0.0*	$7.6
PRELIMINARY ENGINEERING	*$64.0 to $71.0*	$74.2 to $81.0
CONSTRUCTION	*$380.0 to $423.0*	$461.2 to $507.1

All values are in millions

It is important to note that the current Project cost estimate reflects a design that is 15 percent complete, and requires continued, extensive public engagement to inform design refinement and Project decisions. The base Project cost presented in this report is estimated at a 70th percentile. This means that there is a 70 percent probability that the final Project cost will be within, or less than, this range for the current Project scope and schedule.

Delay to the Project delivery schedule will result in cost impacts, including the effect of inflation. For example, a three-year delay would result in an additional $66.3 million (3.0 percent inflation) to $86.4 million (3.5 percent inflation) in delay-related inflation cost. See Section 5.4 for more information on the inflation effect of delays.

COST AND RISK MANAGEMENT THROUGH THE CM/GC DELIVERY METHOD

ODOT selected the Construction Manager / General Contractor (CM/GC) delivery model to effectively manage the Project's technical complexities, community interests, desire to accelerate schedule, VE process, and need for innovation. This model allows ODOT to contract directly with a CM/GC early during the design process on the basis of qualifications, experience, expertise, and price, rather than selecting based solely on the lowest bid. Engaging the prime contractor during early design allows ODOT to receive valuable constructability input throughout the life of the design that can be used to positively impact the Project's technical complexities, schedule acceleration, need for innovation and overall Project cost savings. Further, ODOT expects the selected CM/GC to collaboratively participate in extensive community engagement to determine solutions that address critical Project issues such as:

- Implementing complex construction staging of highway covers over the highly traveled I-5
- Improvement of several I-5 bridges to accommodate extending the auxiliary lanes and adding full shoulders
- Maintaining mobility on I-5, and accommodating access to regional entertainment and recreation facilities, Portland Streetcar, light rail, and other multimodal users in the Project area
- Continual and extensive engagement with the community

ODOT will benefit from the CM/GC's input during design regarding constructability and specific means and methods, and from their participation in risk assessment analysis. These methods and this approach will help to accelerate the Project schedule,

reduce long-term Project cost, and support successful contract negotiations.

The Project team has implemented a rigorous process to assess the Project's risk profile. The Project team will continue to actively identify, mitigate and manage risk throughout design and construction. Pending direction from the OTC on the Project's environmental review process and FHWA's NEPA decision, ODOT will procure a CM/GC to join the Project team.

ADAPTING TO AFFORDABILITY

ODOT recognizes the potential need to phase the Project given currently available funding. ODOT will seek additional funding and capitalize on the innovation and expertise of the CM/GC to help identify cost saving solutions that continue to provide benefit to the traveling public.

The funding priorities of HB 2017 are focused on reducing congestion in the Portland metropolitan area for commuters and truck freight and improving safety along I-5 between I-84 and I-405.

ODOT will continue to identify and seek additional federal, state, and local funding and partnership opportunities.

ADDITIONAL REQUESTS

Some stakeholders have requested expanded highway covers to accommodate a wider range of uses including, but not limited to, multistory buildings. As these requests are beyond the current Project scope and are not yet sufficiently defined, any costs of design, engineering, and construction of expanded covers are not contemplated in this CTC report. Preliminary estimates suggest a range of $200 million to $500 million of additional cost to design and build expanded covers, depending on the required length and strength of the covers. Much of the cost is attributed to providing the structural capacity to accommodate the weight of the buildings.

To maintain the Project's current delivery schedule and begin main construction in 2023, a final decision regarding the expanded highway covers must be made no later than June 2020. The potential for expanding the scope of the highway covers will require community engagement and input and support from stakeholders.

Stakeholders also requested additional technical analysis of the Project, including preparing an Environmental Impact Statement (EIS), as well as the development of an advisory group to guide the Project and an independent evaluation of the highway covers. The Project team anticipates direction from the OTC to address these issues.

COST VALIDATION

ODOT has engaged an independent estimator (IE) to validate Project costs through the development of a production-based estimate that accounts for constructability, access, work sequencing, and market conditions. Additionally, ODOT has selected an owner's representative team to collaboratively provide program management leadership to support successful Project delivery, including cost estimating services.

The owner's representative has prepared an independent estimate to compare to, and validate, the IE's estimate. The IE's and owner's representative's estimates will be compared to the CM/GC's estimate at future pricing milestones once the CM/GC has joined the Project. This process will aid ODOT in negotiating a fair and reasonable price for work.

Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: January 10, 2020

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda F** – Approve release of the *Draft 2021-2024 Statewide Transportation Improvement Program (STIP)* for Public Review and Comment

Requested Action:
Approve releasing the *Draft 2021-2024 Statewide Transportation Improvement Program (STIP)* to the public for review and comment and approve the list of projects to advance to begin delivery.

Background:
The *Draft 2021-2024 STIP* (Attachment 1) is the department's short-term capital improvement program required by federal regulations that outlines project funding and scheduling information for the Department and the state's metropolitan planning organizations.

In December 2017, the Oregon Transportation Commission (OTC) approved the funding allocation for the Draft 2021-2024 STIP. Approval of these funds allowed the project selection to continue on the existing timeline for Highway Leverage, Safety Leverage, and Fix-It programs. During this time period, Oregon Department of Transportation (ODOT) worked with the various regional Area Commission on Transportation (ACTs) and stakeholders to seek comments and input into the projects selected.

In addition to the approval for the Draft STIP to go to public comment, the agency is requesting to advance specific phases from projects selected for the 2021-2024 STIP to begin work. The projects and phases are listed in Attachment 2. This request will allow projects to begin working and allows construction to be delivered earlier.

Next Steps:
With OTC approval, the *Draft 2021-2024 STIP* will be released for formal public review. The public review timeline is February 1 to March 31, 2020. During that time, ODOT will seek and review comments from the public and other stakeholders. After the public comment period, a number of technical steps must be completed before the preparation of the Final 2021-2024 STIP.

In June of 2020, ODOT will return for OTC approval to release the Final 2021-2024 STIP for federal approval from Federal Highway Administration (FHWA) and Federal Transit Agency (FTA). At this meeting the Commission will also receive a summary of the public comments.

Final approval from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is expected in September 2020.

Attachment:

- Attachment 1 – Draft 2021-2024 STIP
- Attachment 2 – Draft 2021-2024 STIP Advance Phase List
-

Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
McGregor Lynde	Jeff Flower	Tom Fuller	

2021-2024 Draft STIP Advance Phase List
1/7/2020

Attachment 2

Key #	Project Name	Phase	Phase Amount	Year	Justification
Region 1					
K20300	OR217 at US26 Westbound Ramp/US26: OR217 - Cornell	PE	$ 111,839	2020	This project should align with the adjacent US26 (Sunset Highway) Sylvan to OR 217 project. Advancing to the current STIP will save on costs and be more efficient for project delivery. Bid scheduled for August 2020.
K20382	Morrison Street: Willamette River (Morrison) Bridge	CN	$ 5,000,000	2020	Adding additional $5M to local agency project to allow construction to move forward due to higher estimates.
K21599	US26: Salmon River - Zigzag	PE	$ 1,583,489	2020	This project needs to align with the adjacent project in the current STIP to reduce costs, reduce impact to travelling public, and for efficiency in project delivery.
K21599	US26: Salmon River - Zigzag	RW	$ 52,899	2020	This project needs to align with the adjacent project in the current STIP to reduce costs, reduce impact to travelling public, and for efficiency in project delivery.
K19071	I-5 Rose Quarter Improvement Project	PE	$ 44,000,000	2020	By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 202. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes.
K19071	I-5 Rose Quarter Improvement Project	RW	$ 58,000,000	2020	By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 202. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes.
K20471	OR99W: Tualatin River northbound bridge	CN	$ 1,202,900	2020	Advancing construction to 2020 will get this project to construction a year before the Oregon 217 Aux Lane project to reduce anticipated traffic impacts. In addition there is potential for lower bid prices when constructed earlier. The PE was started in the 18-21 STIP. Construction was cancelled due to the rebalance. The overlay has dense cracking in some areas and large cracks in others. The overlay that is on the bridge has reached the end of its service life.
K20478	OR213 (Cascade Hwy South) at S Toliver Rd	PE	$ 451,353	2020	Design for this project has started in the current STIP and right-of-way needs to initiate in 2020. Construction needs to initiate as soon as po0ssible to avoid cost increases due to inflation.
K20478	OR213 (Cascade Hwy South) at S Toliver Rd	RW	$ 2,250,182	2020	Design for this project has started in the current STIP and right-of-way needs to initiate in 2020. Construction needs to initiate as soon as po0ssible to avoid cost increases due to inflation.
K21610	Region 1 rockfall mitigation strategy	PL	$ 250,000	2020	Initiate project early to prepare for funding proposals for the 24-27 STIP cycle and to coordinate maintenance work in upcoming seasons.
K21611	Bus on shoulder pilots	PL	$ 300,000	2020	Evaluate the Portland-metro freeway system (~100 miles) to identify bus-on-shoulder opportunities. This is anticipated to include a system-wide geometric assessment, identification of potential pilot project corridors, coordination with regional partners, and development of a Concept of Operations for each corridor.
K21637	OR281, OR282 and OR35 signs, signals and lighting	PE	$ 148,630	2020	initiate design in 2020 so project is ready for construction in 2021. this strategy will get safety improvements in place as soon as possible.
K21684	I-84 (Eastbound): Tooth Rock Tunnel	PE	$ 616,459	2020	The rutting in the slow lane is 1 to 1.25 inches deep. The deck was patched several times in 2016 and 2017 by the Bridge Crews. There are cracks in the roadway every 20 feet. Most cracks are less than a quarter inch, but there are cracks up to half an inch.
K21707	US30: St. Johns Bridge	PE	$ 1,640,017	2020	This is an historic bridge in an urban area, so the PE phase should be started early due to the complex nature of the project.
K21710	US30: Troutdale Bridge	PE	$ 671,377	2020	This historic bridge is located at the start of the Historic Columbia River Highway and is in an environmentally sensitive location, and also on a river that is popular for floating and other recreation.
K21712	OR99W : Rock Creek Bridge	PE	$ 74,079	2020	The rails on this bridge are substandard. Both rails have collision damage (broken off sections, loose approach rail…)
K21766	I-84: Multnomah Falls - Cascade Locks	PE	$ 5,782,433	2020	This is a major project on I-84 that requires close coordination between Pavements and Bridge. The PE phase should be started early to enable sufficient time to develop traffic control and staging plans.
K21880	Cornelius Pass Rd, Rock Creek Bridge	PE	$ 831,820	2020	Local agency has requested early start on the design phase to support future request for funding construction in the 24-27 STIP cycle.
K21882	Hawthorne Bridge Ramp to OR99E (Portland)	PE	$ 1,620,457	2020	Local agency has requested early start on the design phase to support future request for funding construction in the 24-27 STIP cycle.
K21885	Knights Bridge Rd, Molalla River Bridge	PE	$ 639,887	2020	Local agency has requested early start on the design phase.
Total			**$ 125,227,821**		
Region 2					
K20314	Richardson Gap Road: Shimanek (Thomas Creek) Covered Bridge	CN	$ 3,444,608	2020	The bridge is in very poor condition with a leaky roof and other concerns and work needs to be completed as soon as possible.

2021-2024 Draft STIP Advance Phase List
1/7/2020

Key #	Project Name	Phase	Phase Amount	Year	Justification
K20445	OR153: Salt Creek (Ash Swale) Bridge	RW	$ 234,700	2020	to keep the construction phase on schedule
K20445	OR153: Salt Creek (Ash Swale) Bridge	PE	$ 300,000	2020	to keep the construction phase on schedule
K21237	US20: Cox Creek - Reeves Parkway	CN	$ 3,000,000	2020	pavement conditions deteriorating; can pave roadway in 2020
K21538	I-105: Willamette R - Pacific Hwy.	PE	$ 695,500	2020	pavement conditions deteriorating; cost savings by completing sooner
K21539	I-5: N. Santiam - Kuebler	PE	$ 483,600	2020	pavement conditions deteriorating; cost savings by completing sooner
K21540	I-5: Goshen - Cottage Grove (SB)	PE	$ 670,100	2020	pavement conditions deteriorating; cost savings by completing sooner
K21542	OR22: Big Cliff Dam - Mongold Slide	PE	$ 482,700	2020	pavement conditions deteriorating; cost savings by completing sooner
K21543	OR126: Greenwood Dr - Vida	PE	$ 403,100	2020	pavement conditions deteriorating; cost savings by completing sooner
K21548	OR18: Oldsville Rd - Ash Rd.	PE	$ 400,000	2020	pavement conditions deteriorating; cost savings by completing sooner
K21553	I-5 Salem - Albany ITS Project	PE	$ 1,100,000	2020	VMS optimization on I-5 to assist with winter weather events that have caused problems in the past
K21576	Lane County Signing Improvements & Guardrail Installations (2024)	PE	$ 370,900	2020	address high crash incident sites as soon as practical
K21583	US30: Queue Warning System (Rainer)	PE	$ 395,000	2020	reduce the ongoing high traffic incidents and high congestion
K21763	US101: Siuslaw River Bridge (Florence)	PE	$ 881,400	2020	bridge driving surface deteriorating; cost savings by completing sooner
K21988	Deer Creek Park Road bridge	PE	$ 350,200	2020	Requested by the locals.
K21998	Scotts Mills Road: Butte Creek bridge (Scotts Mills)	PE	$ 545,300	2020	Requested by the locals.
K22001	South Beaver Creek Road: South Fork Beaver Creek bridge	PE	$ 355,600	2020	Requested by the locals.
K22003	Mill Creek Road bridge	PE	$ 406,400	2020	Requested by the locals.
K22004	Salem Avenue: Cox Creek bridge (Albany)	PE	$ 143,000	2020	Requested by the locals.
Total			**$ 14,662,108**		

Region 3

K21714	US199: Clear Zone Improvements	PE	$ 120,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP.
K20133	I-5: Ashland-Gold Hill Culverts	PE	$ 200,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP
K21676	OR99/OR238/OR62: Big X Intersection (Medford)	PE	$ 1,012,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP
K21716	OR140: Lakeview Dr. Left Turn Lane	PE	$ 429,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP
K21678	OR42: Slater Crk - Hard Cash Ln and Slide Repair	PE	$ 784,000	2020	PE funds need to be advanced for this project due to the deteriorating pavement. Slide and rock fall mitigation within project limits is being combined with this project to alleviate construction conflicts. Construction is scheduled for 2023.
K20166	Region 3 Variable Message & Curve Warning Signs	PE	$ 822,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP
K21722	Purchase Stockpile Property	PE	$ 220,000	2020	PE funding is needed to be advanced to meet programmed property acquisition timelines in the DRAFT STIP
K21679	I-5: Exit 125 Northbound @ Garden Valley Blvd	PE	$ 486,000	2020	PE funding is needed to be advanced to meet programmed construction timelines in the DRAFT STIP
Total			**$ 4,073,000**		

Region 4

K21640	US197 Over I84 Bridge (The Dalles)	PE	$ 89,000	2020	To meet required construction timeframes
K21642	I84 Westbound Bridge Over Union Pacific Railroad (Rufus)	PE	$ 190,000	2020	To meet required construction timeframes
K21644	I84 Bridge Over OR19 (Arlington Viaduct)	PE	$ 750,000	2020	To meet required construction timeframes
K21653	US97: Earl Street to Colfax Lane (Madras)	PE	$ 1,446,000	2020	To meet required construction timeframes
K21667	US20: Ward / Hamby Rd Intersection	PE	$ 713,000	2020	To meet required construction timeframes. This is a critical intersection, being advanced to reduce potantial serious crashes.
K21667	US20: Ward / Hamby Rd Intersection	RW	$ 150,000	2020	To meet required construction timeframes. This is a critical intersection, being advanced to reduce potantial serious crashes.
K21756	US20: Central Oregon Hwy Culverts Corridor Project	PE	$ 250,000	2020	To meet required construction timeframes
K21757	I84: Columbia River Hwy Culverts	PE	$ 425,000	2020	To meet required construction timeframes
K21758	US20: Sisters interchange Bridge (Bend)	PE	$ 62,386	2020	To meet required construction timeframes
K22072	US20 at N. Locust Ave. Intersection (City of Sisters)	PE	$ 250,000	2020	To meet required construction timeframes provided by the City of Sisters who is providing funding.
Total			**$ 4,325,386**		

Region 5

K21651	Eastern Oregon variable message signs	PE	$ 400,000	2020	The snow zone drum signs that this project will replace are out-dated technology and they need to be upgraded to veriable message signs as soon as possible to improve winter driving safety. Also, the project will include geo-tech drilling at some locations, which is work that needs to be done early in project development.

2021-2024 Draft STIP Advance Phase List
1/7/2020

Key #	Project Name	Phase	Phase Amount	Year	Justification
K21754	I-84: Ladd Canyon-Clover Creek	PE	$ 224,968	2020	We are advancing the PE to give us enough time to construct the project in 2022. We are planning on constructing this project in 2022 based on pavement preservation needs and work load balancing.
K21873	OR86: Fish Creek	PE	$ 650,000	2020	The project will be placing a temporary detour bridge and there is going to be considerable Geotech work that needs to be done early. This is also a Fish Passage project and coordination with the regulatory agencies will be required, and extra time allowed for the coordination and reviews.
K20528	US395: Jct I-84 to Pendleton South City limits	PE	$ 500,000	2020	I-84 - Pendleton SCL is a pavement preservation project that includes ADA ramps, sidewalks, and signal upgrades. Need to use 21-24 funding to increasethe current PE Phase to complete design. The project will be consulted, which requires aditional time on the front end to get a contract developed.
Total			**$ 1,774,968**		
Grand Total			**$ 150,063,283**		

Materials following this page were distributed at the meeting.

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

FUNDING PROGRAMMING

DATE: March 12, 2020

Summary:

ODOT has programmed the full funding required for the I-5 Rose Quarter Improvement Project right-of-way (ROW) phase to accomplish the following:

- Acquire the land needed for contractor access during construction
- Achieve Legislative schedule expectations under HB 2017
- Efficiently use Project funds and lower risk of inflation and increased cost resulting from on-going area development on sites needed by the Project

In 2018, ODOT conducted a risk workshop with interested construction contractors to build Project awareness and to gain insights into what contractors viewed as key Project risks. Primary among those risks is the need in the Project's densely constrained urban environment to provide adequate space for the contractor to stage equipment, materials and construction offices and provide safe, efficient and separated worker access around the Project vicinity in proximity to the traveling public. Sufficient space, gained through the right-of-way (ROW) process, is needed regardless of the final scope of the project that will evolve from now through 2022.

Through HB2017, the Oregon Legislature funded the I-5 Rose Quarter Improvement Project, with an expectation that ODOT would complete construction by 2027. Meeting this expectation requires ODOT to complete the normal 12 to 18-month ROW process to receive FHWA approval to enter construction. ODOT must begin the ROW Phase in spring 2020 to remain on schedule.

Meeting or accelerating the Project schedule drives funding efficiency and reduces inflation effects that can be substantial on a project of this scale. Advancing property acquisitions helps to avoid or minimize delays and lessen the risk of increasing ROW costs stemming from on-going area developments needed for the Project.

Finally, in addition to ROW funding, it is important that ODOT increase programmed funding now for the preliminary engineering (PE) phase to avoid any service interruption and maintain Project team efforts and momentum in community engagement, design and oversight/governance.