



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, July 16, 2020

7:30 AM

<https://zoom.us/j/95207066402>

Revised 7/14

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95207066402> or by calling +1 346 248 7799 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

- 1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
- 2. Public Communication on Agenda Items (7:35 AM)**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Wednesday, July 15 will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Update from the Chair & JPACT Members (7:40 AM)**
- 4. Consent Agenda (7:45 AM)**

- 4.1 Resolution No. 20-5116, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Changes to Gresham's Sandy Blvd Reconstruction Project and Adding Metro's TSMO/ITS Portal Project (JL20-14-JUL)

[COM](#)
[20-0348](#)

Attachments: [Resolution No. 20-5116](#)
[Exhibit A to Resolution No. 20-5116](#)
[Memo: Resolution No. 20-5116](#)

- 4.2 Resolution No. 20-5112, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Changes to Five Projects Impacting Clackamas County and ODOT (JN20-13-JUN)

[COM](#)
[20-0342](#)

Attachments: [Draft Resolution 20-5112](#)
[JPACT Staff Report](#)
[Exhibit A to Draft Resolution 20-5112](#)

- 4.3 Consideration Of May 21, 2020 JPACT Minutes

[COM](#)
[20-0352](#)

Attachments: [May 21, 2020 JPACT Minutes](#)

5. Action Items (7:50 AM)

- 5.1 Resolution No. 20-5110, For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) for the Portland Metropolitan Area

[COM](#)
[20-0344](#)

Presenter(s): Grace Cho, Metro

Attachments: [Resolution No. 20-5110](#)
[Exhibit to Resolution No. 20-5110](#)
[MTIP Executive Summary](#)
[Memo: 2021-2024 MTIP Adoption Draft](#)
[Staff Report for Resolution No. 20-5110](#)

6. Information/Discussion Items

6.1 UPWP Bike & Pedestrian Crossing (8:00 AM) [COM](#)
[20-0350](#)

Presenter(s): Glen Bolen, ODOT

Attachments: [Memo: Unified Planning Work Program \(UPWP\) Amendment](#)

6.2 ODOT Tolling Program (8:10 AM) **COM**
20-0349

6.3 Jurisdictional Transfer Project Update (8:35 AM) [COM](#)
[20-0351](#)

Presenter(s): Glen Bolen, ODOT

John Mermin, Metro

Attachments: [Memo: Jurisdictional Transfer Project Update](#)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings:

- *Thursday, September 17, 2020*
- *Thursday, October 15, 2020*
- *Thursday, November 19, 2020*

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាផ្សេងៗ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការមើលរបស់លោកអ្នក ។

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تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى 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 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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600 NE Grand Ave.
Portland, OR 97232-2736
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2020 JPACT Work Program

As of 07/02/20

Items in italics are tentative

<p><u>August 20, 2020</u> - cancelled</p>	<p><u>September 17, 2020</u></p> <ul style="list-style-type: none"> • <i>Congestion Pricing Update (20 min)</i> • <i>Mobility Policy Update (20 min)</i> • <i>Interstate Bridge Replacement Program Partner Resolution (Margi Bradway, Metro; 45 min; Information/Discussion)</i> • <i>Metro Jurisdictional Transfer Project Update (John Mermin/Margi Bradway, Metro)</i>
<p><u>October 15, 2020</u></p> <ul style="list-style-type: none"> • <i>Emergency Transportation Routes Update (20 min)</i> • <i>Burnside Bridge Update (20 min)</i> <p><u>October 15-17:</u> League of Oregon Cities Conference, Salem <u>October 15:</u> Oregon Mayor’s Association Meeting, Salem</p>	<p><u>November 19, 2020</u></p> <p><i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i></p>
<p><u>December 17, 2020</u></p>	

Parking Lot:

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

**4.1 Resolution No. 20-5116, For the Purpose of Adding or
Amending Existing Projects to the 2018-21 Metropolitan
Transportation Improvement Program Which Involves
Changes to Gresham's Sandy Blvd Reconstruction Project
and Adding Metro's TSMO/ITS Portal Project
(JL20-14-JUL)
*Consent Agenda***

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 20-5116
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES) Andrew Scott in concurrence with
CHANGES TO GRESHAM'S SANDY BLVD) Council President Lynn Peterson
RECONSTRUCTION PROJECT AND ADDING)
METRO'S TSMO/ITS PORTAL PROJECT (JL20-)
14-JUL)

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 city of Gresham's Sandy Blvd reconstruction project has completed its Plans, Specifications, and Estimates (PS&E) package and now requires a commitment of additional local funds to fully fund the construction phase which is occurring through this amendment allowing the construction phase to be obligated before the end of federal fiscal year 2020; and

WHEREAS, Metro has awarded Portland State University \$600,000 of Regional Flexible Fund Allocation – Step 1 funds to continue data collection, integration, and management over a multi-year period of the Portland Oregon Regional Transportation Data Archive Listing (PORTAL) which is a critical data clearinghouse for the Metro Regional Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) program; 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 July 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 July 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 July 10, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5116 consisting of the July 2020 Formal MTIP Amendment bundle on July 16, 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 July 30, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the two identified projects as part of Resolution 20-5116.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5116**



Proposed July 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL20-14-JUL Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<p><u>COST INCREASE:</u></p> <p>The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined.</p>
Project #2 Key TBD New Project	TBD	Metro	Multimodal Transportation Data Archive (PORTAL)	2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.	<p><u>ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020)</p>



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

Formal Amendment
COST INCREASE
7th Amendment to Project

Lead Agency: Gresham		Project Type: Reconst	ODOT Key: 19279
Project Name: Sandy Blvd: NE 181st Ave to E Gresham City Limit	1	ODOT Type: Operations	MTIP ID: 70684
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 10443
		On State Hwy Sys: No	RFFA ID: 50237
		Mile Post Begin: N/A	RFFA Cycle: 2016-18
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2015	Past Amend: 6
		Years Active: 6	OTC Approval: Yes
STIP Amend #: TBD	MTIP Amnd #: JL20-14-JUL	Detailed Description: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	
STIP Description: Construction of multimodal, freight access and mobility facilities			

Last Amendment of Modification: July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cons Slip to 2020: Increase PE phase adding local Other funds of \$36k increasing PE from \$664,605 to \$700,605. Slip UR phase to from 2019 to 2020. No change in phase cost. Slip Cons from 2019 to 2020. No change in phase cost. TPC increases to \$4,029,202. - KL

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	M23E	2015		\$ 596,350				\$ 596,350
STP-U	Z230	2018			\$ 462,806			\$ 462,806
STP-U	Z230	2020				\$ 134,595		\$ 134,595
STP-U	Z230	2020					\$ 2,091,000	\$ 2,091,000
ADVCON	ACPO	2020					\$ 298,350	
							Federal Totals:	\$ 3,284,751
Federal Fund Obligations:				\$ 596,350	\$ 462,806			Federal Aid ID
EA Number:				PE002559	R9384000			3125(056)
Initial Obligation Date:				9/17/2015	7/24/2018			
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2015		\$ 68,255				\$ 68,255
Other	OTH0	2015		\$ 36,000				
Local	Match	2018			\$ 52,970			\$ 52,970
Local	Match	2020				\$ 15,405		\$ 15,405
Local	Match	2020					\$ 239,324	\$ 239,324
Local	Match	2020					\$ 34,147	\$ 34,147
Other	OVM	2020					\$ 1,240,201	\$ 1,240,201
							Local Total	\$ 1,240,201
Phase Totals Before Amend:			\$ -	\$ 700,605	\$ 515,776	\$ 150,000	\$ 2,662,821	\$ 4,029,202
Phase Totals After Amend:			\$ -	\$ 664,605	\$ 515,776	\$ 150,000	\$ 3,903,022	\$ 5,233,403
							Year Of Expenditure (YOE):	\$ 5,233,403

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 increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost increases from \$4,029,202 to \$5,233,403 which equals a \$1,204,201 increase to the project or 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined. Contributing to the construction phase cost increase includes the required culvert replacement, traffic signal modifications, aggregate base work, earthwork, and stormwater planters which were not part of the initial scoping effort.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10443 - Sandy - 181st to 202nd - Multimodal Improvements

> RTP Description: Widens Sandy Blvd. to 5 lanes and adds new sidewalk, multi-use path, bike lanes from 181st to 202nd Ave.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal Objective 10.1 Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated directly to the MPOs.

> ADVCON = Federal Advance Construction p=funds which are used as a placeholder and covered by ODOT until the final federal fund code is determined.

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

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

> On NHS: Yes - Sand/US30 is identified as a MAP-21 NHS Principal Arterial

> Metro Model: Yes - Sandy Blvd is identified as a Major Arterial in the Metro Motor Vehicle modeling network

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
NEW PROJECT
Initial MTIP Programming

Lead Agency: Portland State University		Project Type: TSMO	ODOT Key: NEW
Project Name: Multimodal Transportation Data Archive (PORTAL)	2	ODOT Type: Ops/ITS	MTIP ID: NEW
		Performance Meas: Yes	Status: 1
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID: 11104
		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: 2019-21
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
STIP Amend #: TBD		MTIP Amnd #: JL20-14-JUL	
Detailed Description: Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. Disseminate results of this project through conference presentations, papers, and digital communications. (2019 Metro TSMO-RFFA Funding Award)			
STIP Description: TBD			

Last Amendment of Modification: None. New project being added to the MTIP

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
STBG-U	2230	2020					\$ 600,000	\$ 600,000
								\$ -
								\$ -
							Federal Totals:	\$ 600,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
State	S010	2020					\$ 11,145	\$ 11,145
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 57,527	\$ 57,527
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 668,672	\$ 668,672
							Year Of Expenditure (YOE):	\$ 668,672

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 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020). The PORTAL project is a technical data maintenance, upgrade and storage project in support of the regional Intelligent Transportation System/Transportation Systems Management and Operations program. Portland State University is the lead agency that will complete the required project tasks.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Safety - Traffic control devices and operating assistance other than signalization projects

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation system improvements

> State = General state funds provided in support of the required match or overmatch.

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

Other

> On NHS: N/A

> Metro Model:N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A



Memo

Date: July 2, 2020
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: July 2020 MTIP Formal Amendment & Resolution 20-5116 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO GRESHAM'S SANDY BLVD RECONSTRUCTION PROJECT AND ADDING METRO'S TSMO/ITS PORTAL PROJECT (JL20-14-JUL)

BACKGROUND

What This Is:

The July 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5116 and being processed under MTIP Amendment JL20-14-JUL.

What is the requested action?

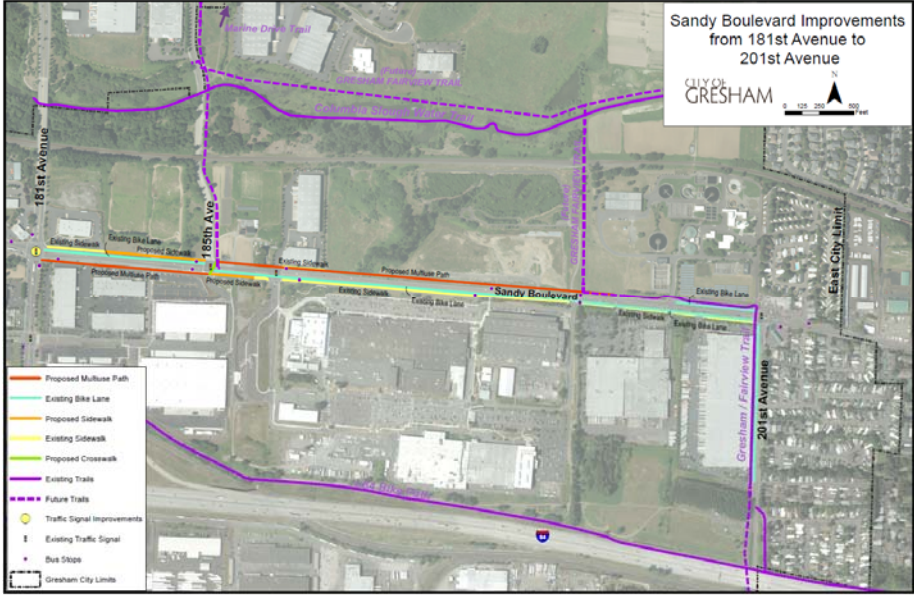
TPAC requests JPACT approve Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle and forward an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed July 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL20-14-JUL Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<u>COST INCREASE:</u> The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined.

Project #2 Key TBD New Project	TBD	Metro	Multimodal Transportation Data Archive (PORTAL)	2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020)
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A detailed summary of the two projects is provided below:

Project 1: Sandy Blvd: NE 181st Ave to E Gresham City Limit	
Lead Agency:	Gresham
ODOT Key Number:	19279 MTIP ID Number: 70684
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. Source: Existing project. Funding: The project’s federal funding originates from the Metro 2016-18 Regional Flexible Funds Allocation(RFFA) program Project Type: Highway reconstruction Location: On Sandy Blvd Cross Street Limits: 181st Ave to East Gresham city Limits (201st Ave) 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: TBD MTIP Amendment Number: JL20-14-JUL
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment provides the required cost increase to the Construction phase based on the project now at 100% design. As the project progressed through the Plans, Specifications, and Estimates (PS&E) portion of Preliminary Engineering, detailed costs were applied to the associated scope deliverables.</p> <p>As projects progress through (PS&E), additional scope elements and/or updated element costs are refined. The final design package increases the construction phase cost from \$2,662,821 to \$3,903,022.</p> <p>A preliminary cost increase to the project was identified last year, but the actual programming correction was held-off until confidence in the</p>

	<p>Construction phase cost estimate accuracy was ready. Now that PS&E is wrapping up and the project moving towards the construction phase, the MTIP is being updated with the revised construction costs. This will enable the construction phase to obligate its federal funds before the ned of FY 2020.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Project Location</p> 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the cost increase represents a 29.8% change to the project which is greater than the 20% threshold for cost increases resulting in the need for a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The programming increases the total project cost from \$4,029,202 to \$5,233,403</p>
<p>Added Notes:</p>	<p>The formal amendment needs to occur now as a condition to obligate the construction phase before the end of FY 2020.</p>

<p>Project 2:</p>	<p>Multimodal Transportation Data Archive (PORTAL) (New Project)</p>		
<p>Lead Agency:</p>	<p>Metro</p>		
<p>ODOT Key Number:</p>	<p>TBD</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • PORTAL = Portland Oregon Regional Transportation Data Archive Listing • Description: PORTAL is a component of Metro’s Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) Program. The Metro TSMO/ITS program provides centralized real-time and forecast traveler information is one 		

	<p>of the main goals of this TSMO plan. Accurate and comprehensive real-time traveler information allows system users to make informed decisions about their route, mode of transportation and time of day they travel. Ideally this will lead to optimal roadway usage, less unnecessary traveler delay more walking, biking, transit and carpool trips, reduction in vehicle miles traveled and an improved traveler experience, which benefits all modes of travel.</p> <p>In other words, through the use of various high technology components, improvements in the management and use of the regional transportation system can occur to help motorists, commuters, and pedestrian/bicyclists.</p> <ul style="list-style-type: none"> • Proposed improvements: PORTAL provides the collection, analysis, management, and interpretation of the ITS data. The program is an on-going annual effort to help us better manage the regional transportation system. PORTAL is managed by Portland State University. The project Source: New project. • Funding: The awarded source of funding for the project is from Metro’s 2019-2021 Regional Flexible Fund Allocation (RFFA) - Step 1 funding bucket. • Project Type: Planning • Location: Region 1 • 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: TBD • MTIP Amendment Number: JL20-14-JUL
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment add this multi-year funding for the PORTAL requirements supporting the Metro Regional TSMO/ITS program needs. A description of the scope activities includes the following:</p> <ul style="list-style-type: none"> • Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. • Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. • Propose and develop enhancements which are determined on an annual basis by the PORTAL TAC and TransPort. Examples include providing standardized data sets, updating the travel time page to connect freeways and arterials, adding an API and expanding coverage of data collection to additional roadways in the region as new detection is put in place.

	<ul style="list-style-type: none"> Disseminate results of this project through conference presentations, papers, and digital communication, including conferences such as the Transportation Research Board, the North American Traffic Monitoring Exposition and Conference (NATMEC), ITS America, Regional ITE and IMSA Conferences, the Northwest Transportation Conference. Provide Quarterly progress reports and a final report at the project’s conclusion; quarterly progress briefings to TAC; monthly updates to TransPort.
<p>Additional Details:</p>	<p>The PORTAL project will cover the entire Region 1 area.</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>600 NE Grand Ave. Portland, OR 97232-2736 oregonmetro.gov</p> </div> </div> <p style="text-align: center;">June 9, 2020</p> <p>Caleb Winter Metro 600 NE Grand Ave. Portland, OR 97232</p> <p>Dear Kristin,</p> <p>Congratulations, your agency’s proposal to the 2019 Transportation System Management and Operations Solicitation was awarded funds. The proposed project, Multimodal Transportation Data Archive, was awarded funds by a recommendation at TransPort December 11, 2019 and TPAC was informed of that recommendation January 2, 2020.</p> <p>The award is a suballocation from the Metro’s Regional Flexible Funds for the TSMO Program for years 2019-2021:</p> <p style="margin-left: 40px;">\$600,000 Federal (FAST Act STBG) \$68,672 local funding is required to match, proposed to be broken down between ODOT and PSU: \$11,145 ODOT \$57,527 PSU TREC \$668,672 is the total project amount</p> <p>The project manager and lead agency for this project is Kristin Tuft, Portland State University (PSU). Please let us know immediately if you have any updates on project manager or lead agency.</p> <p>Completed steps:</p> <ul style="list-style-type: none"> ✓ Scheduling a project kick-off meeting in spring 2020; communicate your team’s availability within two weeks to Caleb Winter, caleb.winter@oregonmetro.gov ✓ Confirming ODOT administrative liaison will be Chi Mai, supported by Kerrie Franey. ✓ Reviewing scope, schedule and budget from the application and incorporating subsequent adjustments.
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The programming for the scoping effort totals \$668,672.</p>
<p>Added Notes:</p>	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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 July 2020 Formal MTIP amendment (JL20-14-JUL) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 30, 2020
• TPAC notification and approval recommendation.....	July 10, 2020
• JPACT approval and recommendation to Council.....	July 16, 2020
• Completion of Public Notification Process.....	July 29, 2020
• Metro Council approval.....	July 30, 2020

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	August 4, 2020
• Submission of the final amendment package to USDOT.....	August 4, 2020
• ODOT clarification and approval.....	August 21, 2020
• USDOT clarification and final amendment approval.....	August 21, 2020

Note: The above assumes a July 30, 2020 for Metro Council Approval

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 requests JPACT approve Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle and forward an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Attachments: None

4.2 Resolution No. 20-5112, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Changes to Five Projects Impacting Clackamas County and ODOT (JN20-13-JUN)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING) RESOLUTION NO. 20-5112
EXISTING PROJECTS TO THE 2018-21)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES) Andrew Scott in concurrence with
CHANGES TO FIVE PROJECTS IMPACTING) Council President Lynn Peterson
CLACKAMAS COUNTY AND ODOT (JN20-13-JUN))
)

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, complexities involving Clackamas County's re-certification along with obstacles raised by the Covid-19 situation have delayed the County's ability to be ready for a construction phase obligation before the end of FY 2020 and are now requesting the construction phase to be slipped into FY 2021 for a mid-year construction phase obligation; and

WHEREAS, ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 that changed practices related to compliance with the Americans with Disabilities Act and established the ADA Program to meet the requirements of the settlement agreement; and

WHEREAS, the impacts from the lawsuit and settlement affects curb and ramp design and construction costs to meet the ADA specifications not only for ODOT, but cities in the Metro MPO area; and

WHEREAS, the Oregon Department of Transportation (ODOT) is adjusting their ADA curb and ramp implementation strategy and focus resulting a new project being added to the MTIP to initiate their second year ADA curb and ramp funding and scoping effort for the for identified ramps in the Portland Metro area & Hood River areas; and

WHEREAS, ODOT's review of their two US26 pavement rehabilitation projects indicated both could be combined into a single construction phase for economies of delivery scale and the ability to obligate the construction phase for both before the end of FY 2020; and

WHEREAS, ODOT's review of their Portland Metropolitan Bridge Screening and Rail Retrofit project grouping bucket which will update the rails or edges of bridges and screening, preventing items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region have determined additional Preliminary Engineering phase funding is required along with a Utility Relocation phase, and is adjusting the project to cover the added costs by removing three existing bridge locations from the total scope of work which will be delivered separately; 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 June 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 June 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 June 5, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5112 consisting of the June 2020 Formal MTIP Amendment bundle on July 16, 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 July 30, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the five identified projects as part of Resolution 20-5112.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5112**



<p align="center">Proposed June 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN20-13-JUN Total Number of Projects: 5</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18801	7078	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<u>CANCEL PHASE:</u> The amendment transfers \$103k from the Construction phase to PE to address a PE phase funding shortfall. The scheduled construction phase obligation in FY 2020 is delayed until well into FY 2021. As a result it is being canceled in the 2018021 MTIP and will be added to the 2021-24 MTIP through a formal amendment.
Project #2 Key 22245 New Project	TBD	ODOT	Portland Metro Area & Hood River Curb Ramp Scoping	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	<u>ADD NEW PROJECT</u> The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.
Project #3 Key 20300	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life.	<u>COMBINED PROJECT:</u> The formal amendment de-programs and transfers the ROW and construction phase funding to Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.

<p>Project #4 Key 20299</p>	<p>70940</p>	<p>ODOT</p>	<p>US26: SYLVAN— OR217 US26: Cornell Rd - Sylvan</p>	<p>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) 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 (Combined with Key 20300)</p>	<p><u>COMBINED PROJECT</u> The formal amendment combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits.</p>
<p>Project #5 Key 19918</p>	<p>79867</p>	<p>ODOT</p>	<p>Region 1: Bridge- Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit</p>	<p>Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722 Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region</p>	<p><u>SCOPE CHANGE</u> The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.</p>
<p>Project #6 Key 21219</p>	<p>71043</p>	<p>ODOT</p>	<p>I-5 Over NE Hassalo- St and NE Holiday St (BR#08583)</p>	<p>On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017- Awarded Project, \$5,000,000 Original Award)</p>	<p><u>COMBINE PHASE:</u> The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.</p>

Project #7 Key 19701	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, 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	<p>On I-5 between I-84 and I-405, 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</p> <p>COMBINED PROJECT</p> <p>The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the pea phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.</p>
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Note: Keys 21219 and 19701 are being removed from the June 2020 Formal Amendment Bundle under Resolution 20-5112. Both projects will return to complete their programming updates at a later date. As a result, Resolution 20-5112 will consist of five projects.



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

Formal Amendment
CANCEL PHASE
8th Amendment to Project

Lead Agency: Clackamas County		Project Type:	TSMO/ITS		ODOT Key: 18001
Project Name: Clackamas County Regional Freight ITS Project	1	ODOT Type	OP-ITS		MTIP ID: 70478
		Performance Meas:	Yes		Status: 4
		Capacity Enhancing:	No		Comp Date: 3/31/2022
		Conformity Exempt:	Yes		RTP ID: 10020
		On State Hwy Sys:	Various		RFFA ID: 50182
		Mile Post Begin:	N/A		RFFA Cycle: 2012-15
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2014		Past Amend: 7
		Years Active:	7		OTC Approval: No
STIP Amend #: TBD					MTIP Amnd #: JN20-13-JUN
<p>Detailed Description: The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.</p>					
<p>STIP Description: Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.</p>					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Concept of Operations)	Construction	Total
Federal Funds								
STP-U	Z230	2014				\$ 238,838		\$ -
STP-U	Z230	2018		\$ 318,577				
STP-U	Z230	2018		\$ 411,654				\$ 411,654
STP-U	Z230	2020					\$ 1,517,585	
								\$ -
								\$ -
							Federal Totals:	\$ 411,654
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	2015				\$ 27,336		\$ 27,336
Local	Match	2018		\$ 36,463				
Local	Match	2018		\$ 47,116				\$ 47,116
Local	Match	2018					\$ 173,694	
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 355,040	\$ -	\$ 266,174	\$ 1,691,279	\$ 2,312,493
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 266,174	\$ -	\$ 724,944
Year Of Expenditure (YOE):							\$	724,944

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 shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The remaining construction phase funding is then canceled. Complications with re-certification and with COVID-19 have delayed the project and the scheduled summer construction phase obligation until fall/winter of FY 2021. As a result the construction phase is being canceled from the 2018-21 MTIP. Because the construction phase was scheduled to obligate its remaining unobligated funding before the end of FY 2020, the project was not identified to be carried-over into the 2021-24 MTIP and STIP. The project and construction phase will be added to the 2021-24 MTIP through the formal transition amendment to occur in Fall for early FY 2021 approval. Any delay in obligating the construction phase during early 2021 should be minimal.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> STP-U = Federal Surface Transportation Program urban area funds allocated to Metro and then awarded to qualifying projects through the Regional Flexible Funds Allocation process.

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



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:	Proj Dev	ODOT Key: 22245	
Project Name Portland Metro Area & Hood River Curb Ramp	2	ODOT Type	Proj Dev	MTIP ID: TBD	
Scoping		Performance Meas:	No	Status: 1	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.)		Capacity Enhancing:	No	Comp Date: 12/31/2021	
Short Description: Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	Various	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 18-21-3860			MTIP Amnd #:	JN20-13-JUN
Detailed Description: As part of the ADA settlement agreement, Key 22245 will hire a consultant to examine ramps in Region 1 not already under improvement contract, determine concept fixes and issues., plus associated costs. The results of this work will guide the selection and design of future curb ramp projects. Key 22245 is a region wide project development scoping effort which will set future curb ramp projects up for success ensuring an on-time and on-budget delivery.					
STIP Description: Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020	\$ 1,794,600					\$ 1,794,600
								\$ -
								\$ -
							Federal Totals:	\$ 1,794,600
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	S010	2020	\$ 205,400					\$ 205,400
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
							Year Of Expenditure (YOE):	\$ 2,000,000

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other: Planning & Technical Studies.

> UPWP amendment: Not applicable & not required. Reason: The project employs project development activities and is not a planning study. Inclusion in the UPWP is not required.

Fund Codes:

> ADVCON = Federal fund placeholder ODOT which enables ODOT to commit state funds to cover project costs until the final federal fund type code is determined. A conversion to the final federal fund type code will occur later (e.g. ADVCON to NHPP)

> State = General state funds provided by the lead agency as part of the required match to the federal fund type code.

Other

> On NHS: N/A

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

**Formal Amendment
 COMBINED PROJECT
 5th Amendment to Project**

Lead Agency: ODOT		Project Type:	O&M	ODOT Key: 20300	
Project Name: US26: OR217 - Cornell Rd	3	ODOT Type	Preserve	MTIP ID: 70941	
		Performance Meas:	Yes	Status: 4	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Comp Date: 12/31/2021	
		Conformity Exempt:	Yes	RTP ID:	12094
Short Description: Repave mainline of roadway to improve pavement condition and extend service life.	US26	On State Hwy Sys:	US26	RFFA ID:	N/A
	66.35	Mile Post Begin:	0.10	RFFA Cycle:	N/A
	69.19	Mile Post End:	0.39	UPWP:	No
	2.84	Length:	0.29	UPWP Cycle:	N/A
		1st Year Program'd:	2019	Past Amend:	4
		Years Active:	2	OTC Approval:	Yes
STIP Amend #: 18-21-3886			MTIP Amnd #: JN20-13-JUN		
Detailed Description: 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.					
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.					
Last Amendment of Modification: March 2020 - MR20-09-MAR, Resolution 20-5082: 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 FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2019		\$ 897,300				\$ -
ADVCON	ACPO	2019		\$ 897,300				\$ 897,300
HSIP	ZS30	2019		\$ 103,138				\$ -
NHPP	Z001	2020			\$ 179,460			\$ -
HSIP	ZS30	2020			\$ 10,362			\$ -
NHPP	Z001	2021					\$ 7,930,940	\$ -
HSIP	ZS30	2021					\$ 396,825	\$ -
							Federal Totals:	\$ 897,300
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2019	-	\$ 102,700				\$ -
State	Match	2019		\$ 102,700				\$ 102,700
State	Match	2020		\$ 8,701				\$ -
State	Match	2020			\$ 20,540			\$ -
State	Match	2020			\$ 874			\$ -
State	Match	2021					\$ 907,732	\$ -
State	Match	2021					\$ 33,478	\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,111,839	\$ 211,236	\$ -	\$ 9,268,975	\$ 10,592,050
Phase Totals After Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Year Of Expenditure (YOE):								\$ 1,000,000

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 updates the PE phase to reflect Advance Construction as the obligated fund type. The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020. As a result of the transfer to Key 20299, Key 20300 ends up with only the PE phase programmed with the total programmed amount decreasing to \$1,000,000. Key 20299 is also part of the June 2020 Formal Amendment Bundle.

> 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.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> HSIP = Federal Highway System Improvement Program funds appropriated to ODOT for system safety improvements.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

Other

> On NHS: Yes, US26 is identified as an "Other NHS Route" on the NHS system

> Metro Model: Yes, US 26 is identified in the Metro Motor Vehicle modeling network

> Model category and type: Throughway

> TCM project: No

> Located on the CMP: Yes. US26 up through Hillsborough is identified as part of the Metro CMP



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

Formal Amendment
COMBINED PROJECT
3rd Amendment to Project

Lead Agency: ODOT		Project Type:	O&M	ODOT Key: 20299
Project Name: US26: SYLVAN—OR217 US26: Cornell Rd - Sylvan	4	ODOT Type	Preserve	MTIP ID: 70940
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Yes	Status: 4
Short Description: On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) 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 (Combined with Key 20300)	US26	Capacity Enhancing:	No	Comp Date: 12/31/2021
	0.10	Conformity Exempt:	Yes	RTP ID: 12094
	0.39	On State Hwy Sys:	US26	RFFA ID: N/A
	0.29	Mile Post Begin:	67.44	RFFA Cycle: N/A
	65.84	Mile Post End:	71.33	UPWP: No
	66.16	Length:	3.89	UPWP Cycle: N/A
	0.32	1st Year Program'd:	2018	Past Amend: 2
		Years Active:	3	OTC Approval: No
		STIP Amend #: 18-21-3886		MTIP Amnd #: JN20-13-jun
Detailed Description: (Combined with Key 20300) On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) Repave roadway and ramps to improve pavement condition, Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp, plus bridge maintenance on the structure over OR217 to prevent deterioration (HB2017 awarded project \$624,212 original award)				
STIP Description: Repave mainline of roadway to improve pavement condition and extend service life. 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.				

Last Amendment of Modification: AB19-18-JUL2 - July 2019 - STIP Re-Balancing Amendment - Cost Increase: Increase ADVCON in construction phase from \$252,078 to \$858,856 plus match. Cons increases to \$3,968,595. TPC increases to \$4,462,450. Cons cost increase due to asphalt cost increases not originally factored into project along with inflation. No slips.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	ME01	2018		\$ 135,108				\$ 135,108
ADVCON	ACPO	2018		\$ 308,028				\$ -
ADVCON	ACPO	2018		\$ 411,166				\$ 411,166
NHPP	Z001	2020					\$ 2,702,165	\$ 2,702,165
ADVCON	ACPO	2020					\$ 858,856	\$ -
ADVCON	ACPO	2020					\$ 9,376,443	\$ 9,376,443
							Federal Totals:	\$ 12,624,882
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2018		\$ 15,464				\$ 15,464
State	Match	2018		\$ 35,255				\$ -
State	Match	2018		\$ 43,956				\$ 43,956
State	Match	2020					\$ 309,275	\$ 309,275
State	Match	2020					\$ 98,300	\$ -
State	Match	2020					\$ 1,060,923	\$ 1,060,923
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 493,855	\$ -	\$ -	\$ -	\$ 3,968,596	\$ 4,462,451	
Phase Totals After Amend:	\$ -	\$ 605,694	\$ -	\$ -	\$ -	\$ 13,448,806	\$ 14,054,500	
Year Of Expenditure (YOE):							\$	14,054,500

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 combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits. The formal amendment is required as a result of the adjusted limits. The formal amendment is occurring now to enable the construction phase to obligate before the end of FY 2020 (September 2020).

> 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.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

Other

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No



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

Formal Amendment
SCOPE CHANGE
4th Amendment to Project

Lead Agency: ODOT		Project Type: Bridge	ODOT Key: 19918
Project Name: Region 1- Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit	5	ODOT Type: Bridge	MTIP ID: 70867
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: No	Comp Date:
		Conformity Exempt: Yes	RTP ID: 12092
		On State Hwy Sys: Various	RFFA ID: N/A
		Mile Post Begin: Multiple	RFFA Cycle: N/A
		Mile Post End: Multiple	UPWP: No
		Length: Multiple	UPWP Cycle: N/A
		1st Year Program'd: 2017	Past Amend: 0
		Years Active: 4	OTC Approval: No
STIP Amend #: 18-21-3889		MTIP Amnd #: JN20-13-JUN	
Detailed Description: Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722- Update the rails or edges of bridges and screening impacting bridge locations at N Alberta St (#09007), SE Washington St (#13523), NE 102nd Ave (#02163A), N Ainsworth St (#09000), Railroad Service Rd (#13514L), NW Helvetia Rd Connection (#09722), at OR212 - MP 8.43 to MP 8.51 (#13492), at OR217 - MP 7.19 to MP 7.25 (09569), at OR224 (#09623), at OR43 - MP 0.03 to 0.12 (#08194), at US26 - MP 0.42 to 1.12 (#05054), at US30BY - MP 5.31 to 5.35 (#08996)			
STIP Description: Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges.			

Last Amendment of Modification: Administrative Modification - July 2019 - STIP Re-Balancing Amendment - Cost Increase: Increase Construction phase ADVCON from \$3,904,865 to \$5,320,139 and match. Cons increases from \$4,351,794 to \$5,929,052. TPC increases to \$6,420,060. No phase slip. Reason - Cost estimate did not include traffic control for construction.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2017		\$ 291,622				\$ -
NHPP	Z001	2017		\$ 575,223				\$ 575,223
TFIA (100%)		2017		\$ 166,008				\$ -
ADVCON	ACPO	2020					\$ 5,320,139	\$ -
ADVCON	ACPO	2020					\$ 5,067,053	\$ 5,067,053
								\$ -
								\$ -
							Federal Totals:	\$ 5,642,276
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2017	-	\$ 33,377				\$ -
State	Match	2017		\$ 65,837				\$ 65,837
State	Match	2020					\$ 608,914	\$ -
State	Match	2020					\$ 579,947	\$ 579,947
State	S010	2020					\$ 132,000	\$ 132,000
							State Total:	\$ 777,784
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2020			\$ 467,000			\$ 467,000
Other	OTH0	2020				\$ 48,000		\$ 48,000
								\$ -
							Local Total	\$ 515,000
Phase Totals Before Amend:			\$ -	\$ 491,007	\$ -	\$ -	\$ 5,929,053	\$ 6,420,060
Phase Totals After Amend:			\$ -	\$ 641,060	\$ -	\$ 467,000	\$ 5,827,000	\$ 6,935,060
							Year Of Expenditure (YOE):	\$ 6,935,060

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 updates the PE and construction phase costs, and adds an Other (Utility Relocation) phase to the project. The costs are updated due to the decision change the number of bridges part of the scope of work. Three bridges have been removed from the approved scope of work. They include: (1) Bridge ID #06767A is removed from the project scope. Work on this bridge was to include screening over OR99E, but the work has been pulled due to legislative requirements. (2) Bridge ID #16134 (Allen Blvd/OR217 structure) is removed from the project scope, and will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018). (3) Bridge ID #16143 (Denny Rd/OR217 structure) is removed from the project scope, and will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018). The scope adjustments result in a cost change to the project in the amount of \$515,00- which equals an 8% cost increase to the project.

> 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).

> UPWP amendment: Not applicable & not required

Fund Codes:

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes

Memo

Date: July 14, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: June 2020 MTIP Formal Amendment & Resolution 20-5112 Approval Request
Resolution 20-5112 Corrected Formal Amendment Bundle

July 14, 2020 Supplemental Update to JPACT - CORRECTED

Supplemental to the June 5, 2020 TPAC meeting, two projects included in the draft bundle for Resolution 20-5112 are being removed. They will return to complete their programming updates at a later time. The two projects being removed are the following:

- Project #6:
 - o Key 21219 - I-5 Over NE Hassalo St and NE Holiday St (BR#08583)
 - o Lead Agency: ODOT
 - o Amendment Action: \$1 million of PE funds were being transferred to Key 19701
- Project #7:
 - o Key 19701 - I-5 Rose Quarter Improvement Project
 - o Lead Agency: ODOT
 - o Amendment Action: \$1 million PE funding from Key 21219 would be added to the PE phase of Key 19701

As a result of the removal of Keys 21219 and 19701, the June Formal Amendment Bundle under Resolution 20-5112 is reduced from seven to five projects. The staff report has been updated to reflect the revised amendment bundle.

FORMAL AMENDMENT STAFF REPORT PURPOSE STATEMENT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO **FIVE** PROJECTS IMPACTING CLACKAMAS COUNTY AND ODOT (JN20-13-JUN)

BACKGROUND

What This Is:

The June 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5112 and being processed under MTIP Amendment JN20-13-JUN.

What is the requested action?

TPAC and Staff request JPACT approve Resolution 20-5112 consisting of five projects in the June 2020 Formal Amendment Bundle and recommend approval to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.


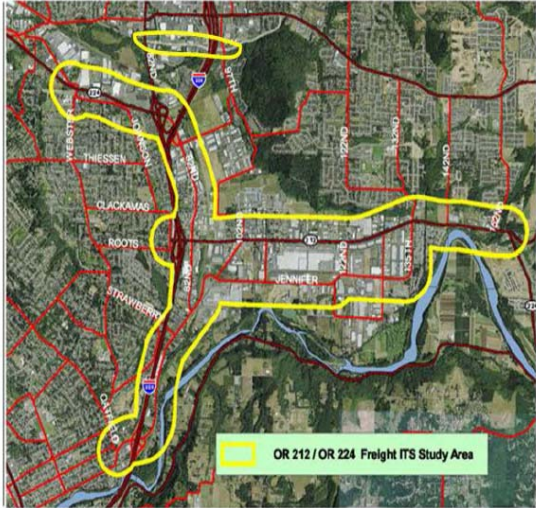

<p align="center">Proposed June 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN20-13-JUN Total Number of Projects: 5</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18001	70478	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	CANCEL PHASE: The formal amendment shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The scheduled summer construction phase has been delayed. The remaining construction phase funding is canceled in the 2018 MTIP and will be added to the 2021 MTIP.
Project #2 Key 22245 New Project	TBD	ODOT	Portland Metro Area & Hood River Curb Ramp Scoping	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	ADD NEW PROJECT The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.
Project #3 Key 20300	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life	COMBINED PROJECT The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #4 Key 20299	70940	ODOT	US26- SYLVAN- OR217 US26: Cornell Rd - Sylvan	On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) 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 (Combined with Key 20300)	COMBINED PROJECT The ROW and construction phase funding from Key 20300 is combined into Key 20299. Both projects are combined together. Limits are adjusted as a result, but the scope remains a rehab/repaving project. The Construction phase obligation is now scheduled to occur before the end of FY 2020.
Project #5 Key 19918	70867	ODOT	Region 1- Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit	Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722 Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region	SCOPE CHANGE The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.
Project #6 Key 21219	71043	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$6,000,000 Original Award)	COMBINE PHASE: The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.
Project #7 Key 19701	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, 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	COMBINED PROJECT The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the PE phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.

Note: Projects 6 and 7 in Keys 21219 and 19701 are removed from the June 2020 Formal Amendment Bundle under Resolution 20-5112

A detailed summary of the new proposed amended project is provided below.

Project 1: Clackamas County Regional Freight ITS Project	
Lead Agency:	ODOT
ODOT Key Number:	18001 MTIP ID Number: 70478
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: The project will improve the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements. • Source: Existing project. • Funding: The project’s federal funding originates from the Metro 2012-15 Regional Flexible Funds Allocation(RFFA) program • Project Type: Transportation Systems Management and Operations/Intelligent Transportation System (TSMO/ITS) • Location: Multiple locations in Clackamas County • Cross Street Limits: N/A • 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: TBD • MTIP Amendment Number: JN20-13-JUN
What is changing?	<p>AMENDMENT ACTION: CANCEL PHASE/PROGRAMMING DECREASE</p> <p>The formal amendment shifts \$103k, from the construction phase to address a funding shortfall in the PE phase. The planned summer obligation for the construction phase is now delayed until FY 2021. Because, the MTIP and STIP are in the middle of an update, this project can’t be slipped into FY 2021.</p> <p>The construction phase is required to be canceled from the 2018 MTIP. It will be re-added to the 2021-204 MTIP as part of the formal Transition Amendment this fall.</p>
Additional Details:	Project Location Area shown on next page

	<div style="text-align: center;">  <h2 style="margin: 0;">Clackamas County</h2> <h3 style="margin: 0;">Regional Freight ITS Project</h3> </div> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>OR 212/224 Study Area - Potential Deployment Area</p> </div> <div style="text-align: center;"> <p>Wilsonville Study Area - Potential Deployment Area</p> </div> </div> <p style="text-align: center; margin-top: 10px;">Vicinity Map</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling the construction phase resulting in a cost decrease greater than 20% requires a formal amendment to the MTIP</p>
<p>Total Programmed Amount:</p>	<p>The programming change as a result of canceling the construction phase decreases from \$2,312,493 to \$724,944 which equals a 68.6% programming change to the project in the 2018 MTIP</p>
<p>Added Notes:</p>	<p>Projects changes as part of an approved Project Change Request (PCR) – May 2020</p>


<p>Project 2:</p>	<p>Portland Metro Area & Hood River Curb Ramp Scoping New Project</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>22245</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The project will complete required Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects. Source: New project. Funding: The awarded source of funding for the project is from ODOT and part of the ADA settlement Project Type: Pre-NEPA/Project Development 		

	<ul style="list-style-type: none"> • Location: Region 1 • 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: 18-21-3860 • MTIP Amendment Number: JN20-13-JUN
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the project development/scoping effort to hire a consultant to look at every single ramp in Region 1 (outside of ramps currently under contract) and determine concept fixes and issues. The results of this work will guide the selection and design of future curb ramp projects. Investing in a region-wide scoping effort now will set future curb ramp projects up for success, ensuring an on-time and on-budget delivery.</p> <p>This project is part of the settlement agreement ODOT reached with the Association of Centers for Independent Living in March of 2017. In the agreement, ODOT agreed to change practices related to compliance with the Americans with Disabilities Act. ODOT established the ADA Program to meet the requirements of the settlement agreement, allocating \$37M in 2018-2021 STIP funding, advancing \$43M from the 2021-2024 STIP, and allocating \$2M in 2019 federal redistribution funding as initial funding for the program.</p> <p>The funding allocated to date has covered the assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creation and maintenance of a program to respond to ADA related complaints; retaining a national ADA expert to serve as ODOT’s Accessibility Consultant in partnership with the plaintiffs; updating design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. With all of the current ADA Program funds allocated, additional funding is required through 2023 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. Beginning in 2024, the program should be on-cycle with the STIP and funding needs will be identified as part of the regular STIP funding allocation process.</p>
<p>Additional Details:</p>	<p>The project will cover the entire Region 1 area.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The programming for the scoping effort totals \$2,000,000.</p>


Project Location Map includes the Region 1 area and is shown on the next page

Added Notes:

Project 3: US26: OR217 - Cornell Rd	
Lead Agency:	ODOT
ODOT Key Number:	20300
	MTIP ID Number: 70941
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: 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. Source: Existing project. Funding: The project's PE obligated using the Advance Construction fund type code. ROW and construction phase funding is not applicable as it is being combined into Key 20299. Project Type: Pavement preservation/rehabilitation and repaving. Location: On US26 Cross Street Limits: N/A Overall Mile Post Limits: Multiple Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3700 MTIP Amendment Number: MA20-12-MAY
	AMENDMENT ACTION: COMBINED PROJECT

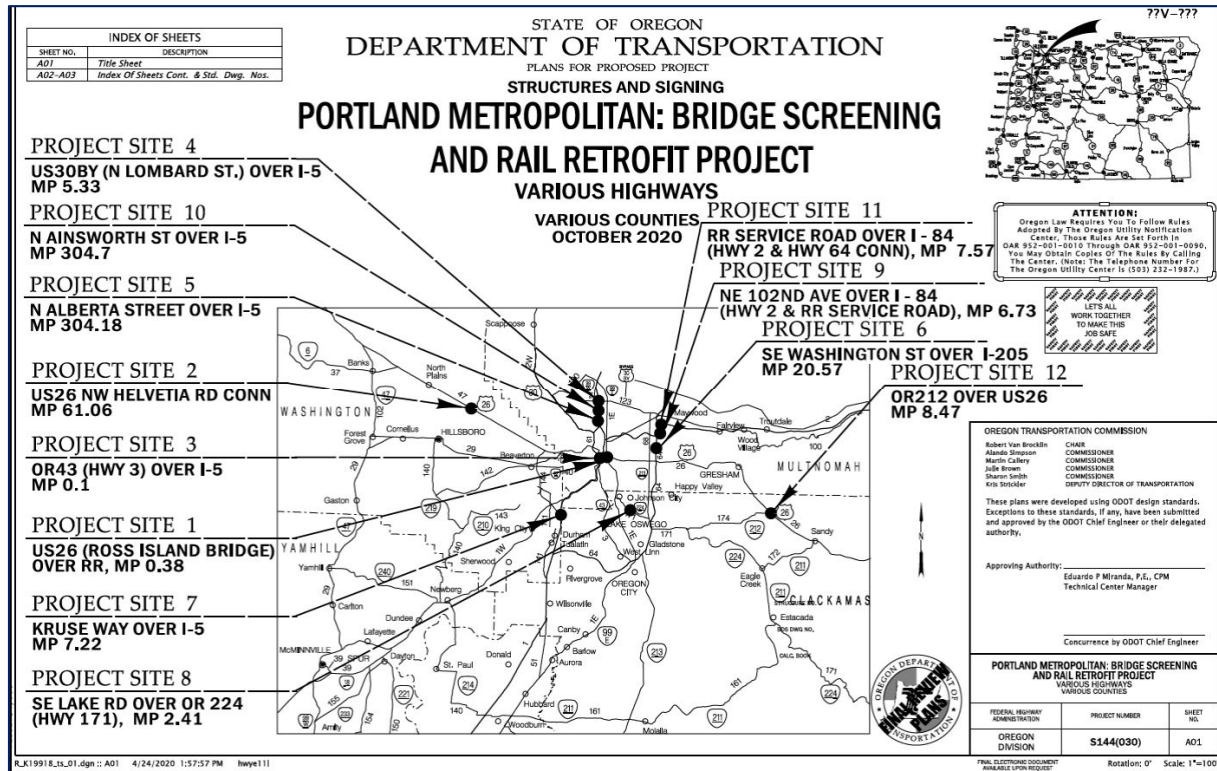
<p>What is changing?</p>	<p>The formal amendment updates the PE phase to reflect Advance Construction being used to obligate the phase. The ROW and construction phases are deprogrammed with their funding combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.</p>
<p>Additional Details:</p>	<p>K20299 and K20300 are adjacent paving projects on US26, both currently in design. K20299 is scheduled to PS&E (obligate Construction) in August 2020 (FFY20), whereas K20300 was initially planned for a FFY21 Construction obligation.</p> <p>In reviewing the scope and schedules of these two projects, ODOT has identified an opportunity to limit impacts to the traveling public and save on costs by combining them for delivery. K20300 is far enough along in design to align with K20299's schedule, meaning K20300's construction funding (currently programmed in FFY21 in the Draft 21-24 STIP) can be advanced and combined into K20299. Advancing the construction phase of K20300 will also ensure any conflicts between K20300 and ODOT's OR217: OR10 - OR99W project (K18841), planned for construction in FFY21, are avoided, providing the least disruptive experience possible for the traveling public.</p>
<p>Why a Formal amendment is required?</p>	<p>The cost change to Key 20300 with only PE phase requires a formal amendment. Adding to this is the fact that Key 20299 is advancing the construction phase for both into FY 2020. Together, the changes were deemed complex enough to warrant a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total de-programming to Key 20300 through the combing action into Key 20299 results in only the PE funded at \$1,000,000.</p>
<p>Added Notes:</p>	<p style="text-align: center;">Project Map</p>  <p>The map shows a road project area with several key markers: <ul style="list-style-type: none"> BEGIN PROJECT: Located at the top left, with markers for 'MP 65.68 WB' and 'MP 66.34 EB'. K20300: A horizontal double-headed arrow indicating the extent of this project segment. K20299: A horizontal double-headed arrow indicating the extent of this project segment, overlapping with K20300. END PROJECT: Located at the bottom right, with a marker for 'MP 71.53'. </p>

Project 4:		US26: SYLVAN - OR217	
		US26: Cornell Rd - Sylvan	
Lead Agency:	ODOT		
ODOT Key Number:	20299	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: <p>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</p> <p>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 (Combined with Key 20300)</p> Source: Existing project. Combing Key 20300 into Key 20299. Funding: The combined project is funded with federal National Highway Performance Program (NHPP) funds, state funds as match, a federal Advance Construction funding as a placeholder for future federal funds that will be committed to the project. Project Type: Operations and Maintenance/Preservation Location: On US26 Cross Street Limits: Multiple Overall 4 Mile Post Limits: Basically from 0.10 to 0.39 and 65.84 to 71.33 Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3886 MTIP Amendment Number: JN20-13-JUN 		
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>The formal amendment combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits. The formal amendment is required as a result of the adjusted limits. The formal amendment is occurring now to enable the construction phase to obligate before the end of FY 2020 (September 2020).</p> <p>K20299 and K20300 are adjacent paving projects on US26, both currently in design. K20299 is scheduled to PS&E (obligate Construction) in August 2020 (FFY20), whereas K20300 was initially planned for a FFY21 Construction obligation.</p> <p>In reviewing the scope and schedules of these two projects, ODOT has identified an opportunity to limit impacts to the traveling public and save on costs by combining them for delivery. K20300 is far enough along in</p>		

	<p>design to align with K20299's schedule, meaning K20300's construction funding (currently programmed in FFY21 in the Draft 21-24 STIP) can be advanced and combined into K20299. Advancing the CON phase of K20300 will also ensure any conflicts between K20300 and ODOT's OR217: OR10 - OR99W project (K18841), planned for CON in FFY21, are avoided, providing the least disruptive experience possible for the traveling public.</p>
<p>Additional Details:</p>	
<p>Why a Formal amendment is required?</p>	<p>The limits adjustments through the combining action requires a formal amendment to complete</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount with Key 20300 and 20299 now combined increase to \$14,054,500</p>
<p>Added Notes:</p>	

<p>Project 5:</p>	<p>Region 1: Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>19918</p>	<p>MTIP ID Number:</p>	<p>70867</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722 Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region Source: Existing project. Funding: The project includes federal National Highway Performance Program (NHPP) , State, and local other funds committed to complete the project Project Type: Bridge rehab/safety Location: Multiple locations planned 		

	<ul style="list-style-type: none"> • Cross Street Various • Overall Mile Post Limits: Multiple • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated) • STIP Amendment Number: 18-21-3785 • MTIP Amendment Number: MA20-12-MAY
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p>The formal amendment updates the PE and construction phase costs. A Utility Relocation phase is added into the MTIP's "Other" phase. Project costs have increase resulting in three included bridges to be cut from the approved scope of work. Otherwise, the scope improvements remain unchanged.</p> <p>Bridge removals include the following:</p> <ul style="list-style-type: none"> • Bridge ID #06767A is removed from the project scope. Work on this bridge was to include screening over OR99E, but the work has been pulled due to legislative requirements. • Bridge ID #16134 (Allen Blvd/OR217 structure) is removed from the project scope, will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018) • Bridge ID #16143 (Denny Rd/OR217 structure) is removed from the project scope, will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018) <p>Funding updates: - Coordination with external stakeholders (8 local jurisdictions) at 12 distinct locations, as well as ODOT design coordination, have led to increased costs in the Preliminary Engineering phase. Funding needs to be shifted from Construction to address the overrun.</p> <p>Added note: The City of Hillsboro has requested the installation of artistic screening at bridge #09722 (NW Helvetia-NW Brookwood over US26) to meet City aesthetic and community goals. The City will fund the majority of the procurement and installation of this artistic screening (\$515K), with ODOT to fund a smaller portion (\$132K).</p>
<p>Additional Details:</p>	<p>See project map locations after this project table</p>
<p>Why a Formal amendment is required?</p>	<p>The scope change requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The funding and scope adjustments increase the total project cost from \$6,420,060 to \$6,935,060 which equals an 8% cost change to the project.</p>
<p>Added Notes:</p>	



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.

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

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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 June 2020 Formal MTIP amendment (JN20-13-JUN) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 3, 2020
● TPAC notification and approval recommendation.....	June 5, 2020
● Completion of Public Notification Process.....	July 3, 2020
● JPACT approval and recommendation to Council.....	July 16, 2020
(Note: The June 18, 2020 JPACT meeting has been canceled)	
● Metro Council approval.....	July 30, 2020

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	August 4, 2020
● Submission of the final amendment package to USDOT.....	August 4, 2020
● ODOT clarification and approval.....	August 21, 2020
● USDOT clarification and final amendment approval.....	August 21, 2020
Note: The above assumes a July 30, 2020 for Metro Council Approval	

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 and Staff request JPACT approve Resolution 20-5112 consisting of five projects in the June 2020 Formal Amendment Bundle and recommend approval to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

- **TPAC approval recommendation: June 5, 2020**

Attachments: None

4.3 Consideration of the JPACT Minutes for

May 21, 2020

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 21, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Tim Knapp
Doug Kelsey
Carley Francis
Roy Rogers
Jessica Vega Pederson
Anne McEnery-Ogle
Denny Doyle
Paul Savas
Nina DeConcini
Temple Lentz

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Wilsonville, Cities of Clackamas County
TriMet
Washington State Department of Transportation
Washington County
Multnomah County
City of Vancouver
City of Beaverton, Cities of Washington County
Clackamas County
Oregon Department of Environmental Quality (ODEQ)
Clark County

MEMBERS EXCUSED

Rian Windsheimer
Karylinn Echols
Curtis Robinhold
Chloe Eudaly

AFFILIATION

Oregon Department of Transportation
City of Gresham, Cities of Multnomah County
City of Portland
City of Portland

ALTERNATES PRESENT

Mandy Putney
Emerald Bogue
Bernie Bottomly
Chris Warner
Jamie Kranz

AFFILIATION

Oregon Department of Transportation
Port of Portland
TriMet
City of Portland
City of Troutdale

OTHERS PRESENT: David Unsworth, Leah Robbins, Jean Senechal Biggs and Jeff Owen

STAFF: Andy Shaw, Anne Buzzini, Kate Fagerholm, Anneliese KoehlerLisa Hunrichs, Malu Wilkinson, Ramona Perrault, Tyler Frisbee, Margi Bradway, Carrie MacLaren, Marlene Guzman and Nellie Papsdorf

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 8:00 am. She asked members to introduce themselves.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Chair Craddick announced that it was Nellie Papsdorf's last day as the Council Office's Legislative and Engagement Coordinator. She mentioned that Jaye Cromwell would be taking over as Legislative and Engagement Coordinator at the beginning of June.

Chair Craddick thanked members for their patience and provided instructions on how to properly participate in the virtual meeting.

Mr. Chris Warner thanked members for their involvement in the renewable gas tax and announced that Portlander's renewed the gas tax.

4. CONSENT AGENDA

MOTION: Councilor Bob Stacey and Mayor Anne McEnery-Ogle seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION AND ITEMS

5.1 Regional Transportation Funding Measure Update

Chair Craddick introduced Margi Bradway, Deputy Director of Planning Department and Andy Shaw, Policy Advisor IV.

Key elements of the presentation included:

Mr. Shaw thanked JPACT members who served on the Transportation Task Force. He noted that Metro worked with partners to shape a transformative transportation package. Mr. Shaw noted that Metro's plan was developed with a racial equity lens and aimed to prioritize people's needs and interests. He explained that the region will continue to experience steady growth overtime. Mr. Shaw discussed the challenges associated with the region's population growth, including a shortage of affordable housing, encroachment on natural areas and pressure on the transportation system.

Mr. Shaw noted that in order to address these challenges the region had to come together to support Metro's Affordable Housing Bond, Parks & Nature Bond as well as the Regional Supportive Housing Measure. He noted that Metro was hoping to make similar commitments to the region's transportation system.

Mr. Shaw explained the proposed transportation projects along sixteen corridors. He noted that the projects were estimated to create at least 37, 500 jobs across the region. Mr. Shaw discussed Metro's engagement with the Transportation Task Force and Local Investment Teams. He mentioned the thousands of survey responses Metro received as part of their community engagement. Mr. Shaw emphasized Metro's commitment to bringing jobs into the region while also addressing climate and equity concerns. He reviewed several of the project areas, including building the Southwest Corridor, improving pedestrian safety and increasing bus accessibility through the Youth Pass.

Mr. Shaw reviewed the projects along the sixteen corridors that the Task Force unanimously accepted. He noted that along with selecting projects along these sixteen corridors Metro aimed to deliver regionwide programs. Mr. Shaw emphasized that many of Metro's region-wide programs centered around anti-displacement strategies. He summarized the proposed transportation investments in Washington County, Clackamas County and Multnomah County.

Ms. Bradway discussed Metro's steps towards the Transportation Measure's referral by the Metro Council and the implementation process. She noted that in May Metro discussed the project's priorities with Metro Councilors. Mr. Bradway noted that Metro was refining project definitions and was seeking letter of commitments from participating jurisdictions. She noted that the final referral package was finalized on July 16. Ms. Bradway emphasized the importance of partnership with the proposed Transportation Measure. She explained that Metro is asking partners to submit a

letter of commitment before the measure passes to confirm their commitment to working alongside Metro.

Ms. Bradway explained that Metro created an Expenditure Plan to determine how Metro would distribute revenue throughout the Transportation Measure's implementation process. She explained Metro's commitment to oversight and accountability through their efforts to periodically release progress reports to the public. Ms. Bradway noted that the Transportation Measure's oversight committee was made up of stakeholders with diverse perspectives.

Member discussion included:

- Mr. Doug Kelsey thanked Mr. Shaw and Ms. Bradway for presenting. Mr. Kelsey ask about when Metro would share metrics related to 2040 Growth Concept. Ms. Bradway noted that Metro tracks mode shifts in the region on an annual basis. She explained that mode share shifts were related to climate in terms of reducing use of single occupancy vehicles. Ms. Bradway noted that Metro evaluated how the Transportation Measure would reduce greenhouse gases along the corridors. She noted that most of the corridors had major transit investments. Ms. Bradway agreed to share results from Metro's Greenhouse Gas Analysis to JPACT members. Mr. Kelsey emphasized the commitment Metro made to increasing modal shares throughout the region in the 2040 Growth Plan.
- Councilor Bob Stacey supported Mr. Kelsey's suggestion to measure by modal share. He noted the importance of tracking the utility of the region's investments on transportation to be able to influence resident's travel behavior. Ms. Shaw mentioned the communities' interest in enhancing the regions' transit accessibility.
- Commissioner Paul Savas raised concerns about the economic impacts of COVID and transit coverage in Clackamas County. He noted that the transportation package increased frequency but did not substantially increase transit service in Clackamas County. Commissioner Savas also expressed concerns about how the Transportation Measure was be funded.
- Ms. Chris Warner asked if Metro's Transportation Investments could be matched with a COVID relief stimulus package from the federal government. Ms. Bradway noted that the best opportunity would be to receive additional

Federal Transportation Funding (FTA) for specific projects, including TV Highway, 82nd, Burnside and Powell. Mr. Shaw noted that the likelihood of receiving another federal stimulus package was unlikely at the moment.

- Mayor Tim Knapp noted the extent of regional collaboration that occurred in the Task Force. He expressed his support for the projects that were selected through the Task Force process. He discussed the importance of messaging in order to achieve public support for long range transportation investments. Mayor Knapp emphasized that people were more likely to vote for measures that would directly impact them in the short term.

5.2 Update on Southwest Corridor

Chair Craddick introduced Leah Robbins, TriMet's Southwest Corridor Project Director, David Unsworth, TriMet's Director of Capital Projects and Bernie Bottomly TriMet's Executive Director of Public Affairs to provide an update on the Southwest Corridor.

Key elements of the presentation included:

Mr. David Unsworth discussed the region's transportation challenges, such as congestion, housing affordability, climate and environmental concerns. He noted that TriMet built 60 miles of light rail, including expansions made to the green line. Mr. Unsworth provided a summary of TriMet's project schedule for the Southwest Corridor. He noted that TriMet was almost complete with the design stage and their environmental review was released in October. Ms. Unsworth explained the Transportation Measure would allow TriMet to move into the engineering stage and construction stage. He explained that the Southwest corridor had thirteen stations and was projected to have 37,500 riders on an average week day by 2035. Mr. Unsworth explained that the Southwest corridor project also invested in 10 miles of new sidewalks, 6 miles of improved bike facilities and 1.6 miles of transit only lanes.

Mr. Unsworth recognized the regional housing crisis and TriMet's commitment to working with partners to develop affordable housing on TriMet land. He mentioned that TriMet also implemented the low-income housing fare to increase transit accessibility. Mr. Unsworth noted that TriMet made a pledge with Washington County, the City of Portland, Metro and the City of Tigard to support the construction on 950 units by supplying TriMet property. He explained TriMet's efforts to center

equity through the Southwest Equitable Development Strategy (SWEDS) process. Mr. Unsworth explained TriMet's partnership with Metro to create affordable housing units near transit stations. TriMet discussed their efforts to engage communities of color during the community engagement and project development phases.

Mr. Unsworth explained TriMet's work with the City of Portland on the Barbur Transit center to create a town center with access to buses and multi-use land. He noted TriMet's commitment to not just improving connections to transit but also getting people outside of their cars. Mr. Unsworth noted that TriMet would be working with clean water services to ensure appropriate mitigation on environmental impacts. He explained that the Southwest Corridor project leveraged 1.8 billion dollars and 28,000 jobs.

Ms. Leah Robbins explained the conceptual design report. She explained her role in guiding the project from the construction phase into the implementation phase. Ms. Robbins noted that the Southwest Corridor aimed to connect people, create equitable community as well as preserve and restore the natural environment. She noted that the conceptual design report shares key components of the project to the public. Ms. Robbins discussed TriMet's efforts to engage community members and noted the projects wide support by community members.

Ms. Robbins shared the future vision for streetscape improvements such as improving sidewalks, bike lanes and storm water infrastructure. She specifically mentioned improvements to pedestrian and bike facilities on Barbur. Ms. Robbins shared conceptual designs and a project timeline.

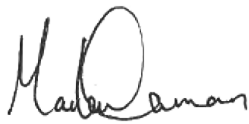
Member discussion included:

- Commissioner Roy Rogers asked about opportunities to request more federal funding. Mr. Kelsey discussed TriMet efforts to explore strategies to increase the projects federal funding from a potential stimulus package.
- Mr. Warner noted that the City of Portland appreciates TriMet's partnership.
- Councilor Dirksen noted that Transportation for America were major proponents for a federal stimulus package. He noted that as a member of the national advisory committee he signed a letter to congress emphasizing the necessity of increasing funding for transit.

- Councilor Stacey thanked TriMet for their presentation on the Southwest corridor.
- Commissioner Savas raised concerns about the projects impacts to affordable housing. Chair Craddick emphasized Metro commitment to preventing displacement in areas along the Southwest corridor. Mr. Kelsey noted TriMet's efforts to develop regional Transit Oriented Development policies.

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF May 21, 2020

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	5/21/20	Regional Transportation Funding Measure Update	052120j-01
5.2	Presentation	5/21/20	Update on the Southwest Corridor	052120j-02

**5. 1 Resolution N. 20-5110, For the Purpose of Adopting
the 2021-2024 Metropolitan Transportation Improvement
Program (MTIP) for the Portland Metropolitan Area**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2021-) RESOLUTION NO. 20-5110
2024 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM FOR THE) Introduced by Councilor Shirley Craddick
PORTLAND METROPOLITAN AREA)

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted Metro Resolution 19-4963 which set policy direction to guide the development of the 2021-2024 Metropolitan Transportation Improvement Program; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming for federal fiscal years 2022-2024 through the regional flexible funds allocation process for a portion of the federal allocation of transportation funds to this region, as adopted by Metro Resolution 19-4959 and 20-5036; and

WHEREAS, the Oregon Department of Transportation has proposed programming for federal fiscal years 2021-2024 of federal transportation funds for projects in the Portland metropolitan area through funding allocation processes they administer; and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds for federal fiscal years 2021-2024; and

WHEREAS, the draft 2021-2024 MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and Oregon administrative rules; and

WHEREAS, the 2021-2024 Metropolitan Transportation Improvement Program is the first cycle to be undertaken under new federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the federal performance targets; and

WHEREAS, the proposed 2021-2024 MTIP is consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421; and

WHEREAS, a public process has provided an opportunity to comment on the performance evaluation and programming of federal funds to specific projects in specific fiscal years and whether the programming meets all relevant laws and regulations;

WHEREAS, extensive public processes were used to select projects to receive federal transportation funds; and

WHEREAS, on July 16, 2020 JPACT recommended approval of this resolution and the 2021-2024 Metropolitan Transportation Improvement Program; now therefore

BE IT RESOLVED that the Metro Council adopt the 2021-2024 Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT RESOLVED that projects in the existing 2018-2021 MTIP that do not complete obligation of funding prior to September 30, 2020 will be programmed into the 2021-2024 MTIP.

ADOPTED by the Metro Council this ___ day of July 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



ADOPTION DRAFT

2021-2024 Metropolitan Transportation Improvement Program

June 2020

- Adoption Draft: <http://rim.metro-region.org/Webdrawer/RecordView/632459>
- Appendices: <http://rim.metro-region.org/Webdrawer/RecordView/632463>



MTIP Overview

The Metropolitan Transportation Improvement Program (MTIP) is a short-range investment plan of regionally significant transportation investments for the next four years.

For the Portland region, the 2021- 2024 MTIP is a little over \$1.2 billion of investments spread over 203 transportation projects and programs. The investments are comprised of:

- a mix of capital investments to fill gaps and build out the transportation system across all forms of travel,
- freeway and transit maintenance investments to take care of the transportation infrastructure already in place,
- operations investments to use technologies to make the system work better and be safer,
- programs that educate about travel options, support kids in walking and rolling to school safely, and create transit supportive development;
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

As a federally required short-range plan, the MTIP must include all federal transportation money being invested in the greater Portland area as well as the required monies from cities, counties and the state to match the federal dollars. The MTIP does not account for locally-raised dollars that cities and counties spend on other things like fixing potholes on neighborhood streets or money that transit agencies raise and spend operating bus and light rail service. For the region to remain eligible to receive and access federal transportation monies, the MTIP must continually be updated to demonstrate the region's project costs and spending does not exceed projected revenues, also known as fiscal constraint.

The MTIP is complementary to the Regional Transportation Plan (RTP), which identifies needed capital and maintenance transportation projects in the region through 2040. The RTP long-range investment plan outlines \$42 billion of needed investments. The transportation projects and programs in the MTIP help to advance the RTP.

2021-2024 MTIP breakdown

- 45% goes towards building out roadway, transit, and active transportation projects
- 52% goes towards maintenance and operations
- 3% goes towards planning and running programs

The near even split between the capital and maintenance demonstrates the region striving to balance many different factors, such as federal funding restrictions and policy direction coming from different places, like state legislative mandates, or local policies that can prioritize different objectives. In the MTIP, generally:

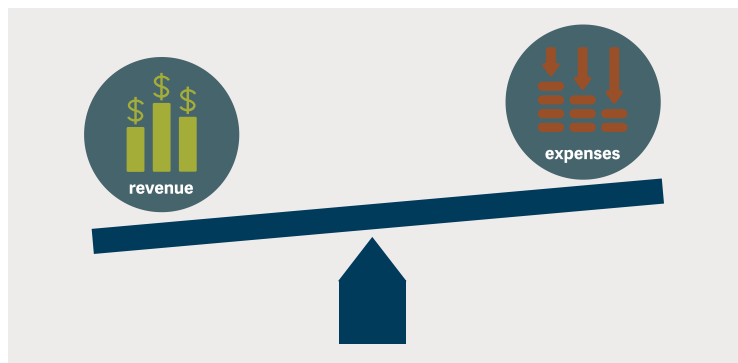
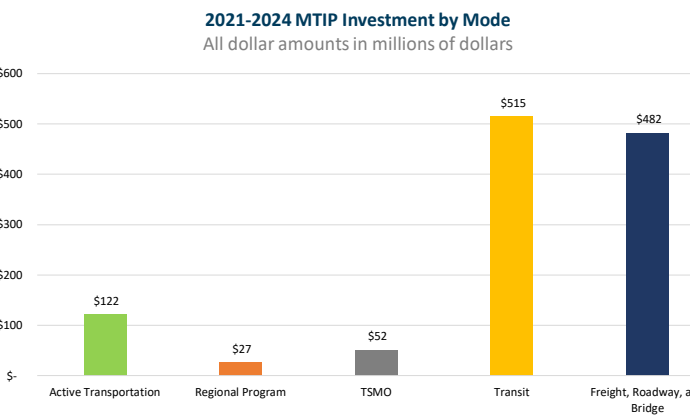
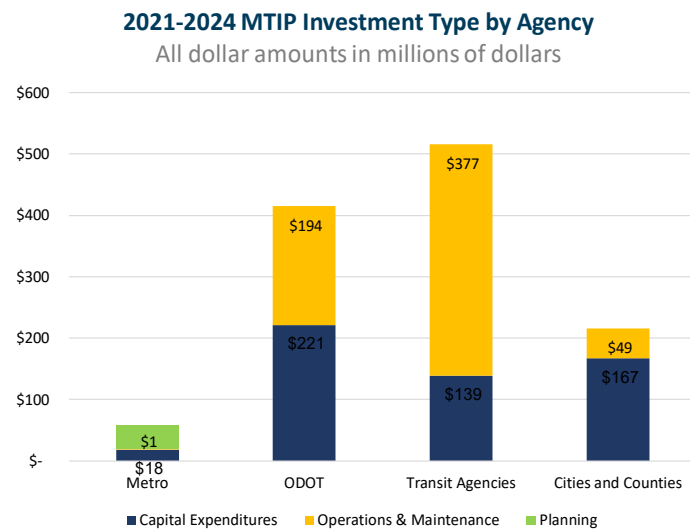
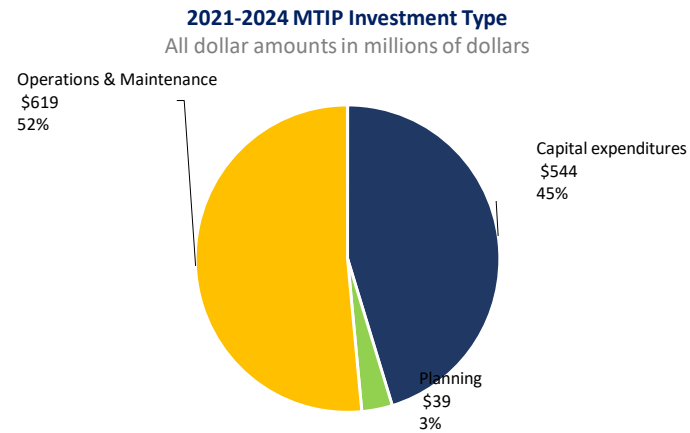
- Transit agencies invests its federal monies primarily for maintaining the assets (e.g. buses, light rail track work, etc.) of the transit system.
- ODOT invests federal monies across maintenance, operating the system, and building roadway capacity
- Cities and Counties invests federal monies into capital projects to build out the transportation network and focus local monies on maintenance of streets

The region's primary transportation project delivery agencies show varying level of investment towards capital and maintenance. In general, federal transportation funds tend to focus on capital investments such as roads, transit, bicycle and pedestrian networks, which are short-term commitments. The expectation by the federal government is for states, local governments, and transit agencies to maintain and operate the system.

The 2021-2024 MTIP invests across all different forms of travel.

- Nearly \$1 billion combined – are for roadway and transit,
- Over \$120 million towards building out the active transportation network,
- \$52 million is for transportation system management and operations (TSMO) to help manage demand and improve performance.

Fiscal constraint is maintained by balancing revenues available in a fiscal year with the project costs incurred in that year. For the 2021-2024 MTIP, four years of revenues are forecasted and four years project costs are estimated. Fiscal constraint is demonstrated by showing the total programming of projects costs by project phase do not exceeding forecasted revenues in any year in the MTIP. This is a continual balancing act of tracking revenues to spending as projects and programs in the MTIP get built or operating.



What these investments will do

The 2021-2024 MTIP focuses on making progress towards four goals: getting to zero deaths and serious injuries from crashes on the roads, reducing disparities, reducing greenhouse gases from cars and trucks, and managing traffic congestion. With the investments in the 2021-2024 MTIP, the region will see:



Reducing disparities/advancing equity

- A greater rate of progress toward completing the regional walking and biking system in communities with higher numbers of people of color, people with low incomes, and people with limited English proficiency. The highest rate of completion is for sidewalks near transit stops in historically marginalized communities which reaches 74%.
- Increased access to community places and jobs – including middle wage jobs – by transit for the average household in historically marginalized communities by 10%. Access goes up 15% in some communities.

Getting to zero

- Nearly one-third of the short-range plan will invest in proven safety countermeasures, such as medians and pedestrian crossing islands and protected left turn signals, to reduce crashes.
- Nearly 80% of the safety investments are focused on high injury corridors and intersections – the roadways and intersections most prone to crashes – located in or that travel across historically marginalized communities.



Addressing climate change

A reduction in greenhouse gas emissions by 21% per capita by transitioning transit vehicles to energy efficient vehicles and building out the transit and

active transportation network. This makes faster than planned progress towards the region's Climate Smart Strategy target.

Managing traffic congestion

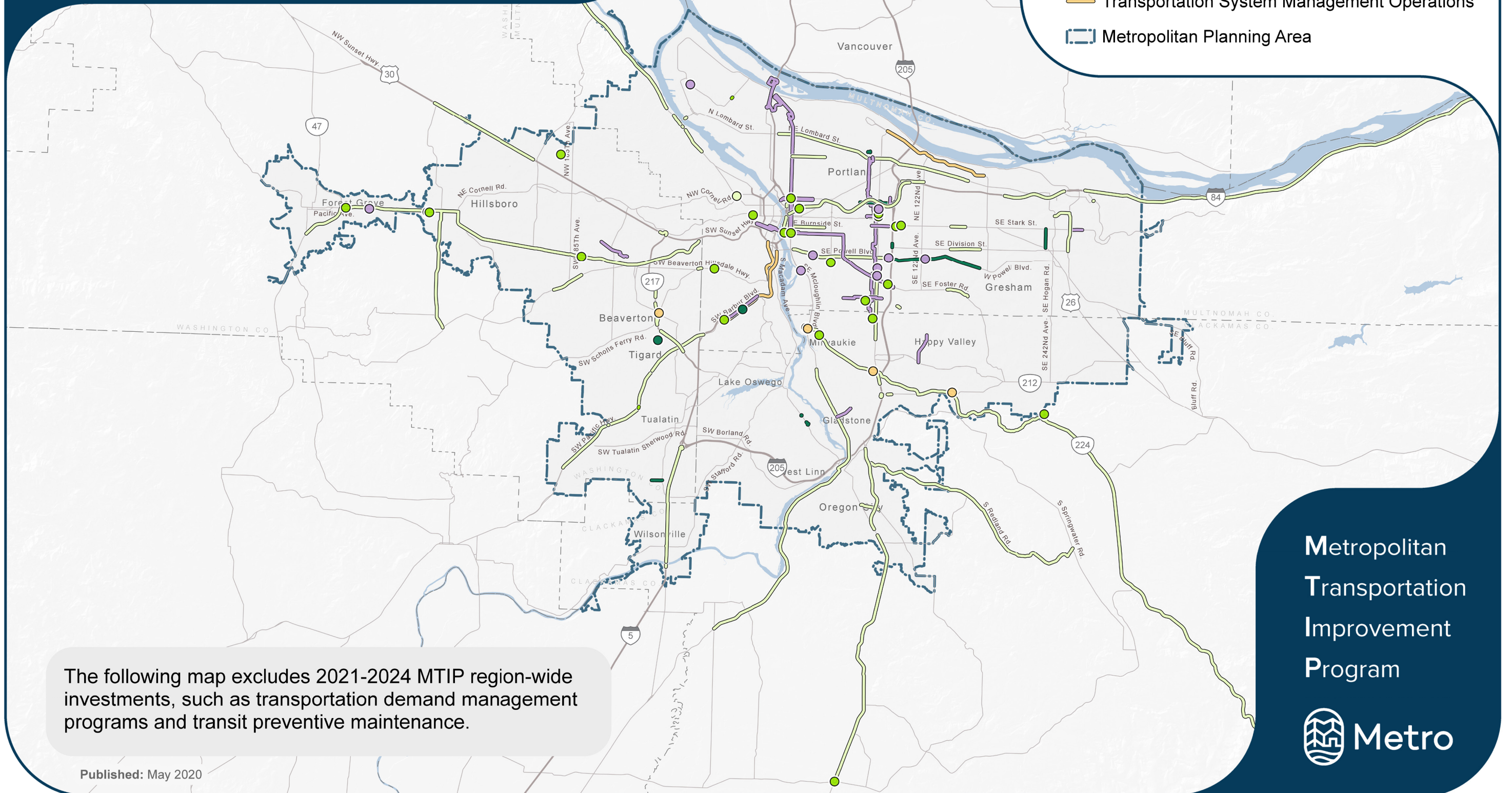
- A shift of nearly 70,000 car trips to walking, bicycling, and using transit, making it easier for people and businesses to reliably and efficiently reach their destinations.
- Upgraded traffic signals, improved signal timing, traveler information monitoring road conditions, and investments in other systems that respond to incidents such as crashes, special events or extreme weather to make travel times more reliable.
- Less time to spent in the car going between Beaverton to Tigard, including Washington Square, and between Hillsboro and Tualatin.
- More transit, bicycle, and walking options and useful tools to navigate other ways to get around to help manage travel demand.



Planned Investments

Mode

- Active Transportation
- Roadway & Bridge: Capital improvement
- Roadway & Bridge: Planning
- Roadway & Bridge: Maintenance & Preservation
- Transportation System Management Operations
- Metropolitan Planning Area



The following map excludes 2021-2024 MTIP region-wide investments, such as transportation demand management programs and transit preventive maintenance.

Metropolitan
Transportation
Improvement
Program



Schedule

Committee recommendations and approvals:

- Transportation Policy Alternatives Committee (TPAC) – **June 5, 2020**
- Joint Policy Advisory Committee on Transportation (JPACT) – **July 16, 2020**

Adoption of the 2021-2024 MTIP by the Metro Council – **July 23, 2020**

Submit the 2021-2024 MTIP to the Governor for inclusion in the 2021-2024 STIP – **Late July-August 2020**

Submit the 2021-2024 MTIP and STIP to federal partners requesting approval – **Late summer 2020**

Federal partner approval of the 2021-2024 MTIP – **Fall 2020**

2021-2024 MTIP becomes effective – **October 1, 2020**



Where to find the MTIP

Head to the webpage to find out more about the 2021-2024 MTIP. Find the results of the 2021-2024 MTIP performance evaluation, find the list of projects and their year-by-year planned spending, and more.

Electronic copies of 2021-2024 MTIP copies can be found at www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program

For more information about individual projects, please see:

www.oregon.gov/odot/Regions/Pages/Region-1-STIP.aspx

<https://trimet.org/about/accountability.htm>

<https://www.ridesmart.com/transit/page/program-projects>

The MTIP is continually updated. Check back for more information on changes – also known as amendments – in the 2021-2024 MTIP.



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, July 2, 2020
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2021-2024 MTIP Adoption Draft

Purpose

Provide JPACT an overview of the 2021-2024 MTIP adoption draft, summarize public comment, and review TPAC's recommendation.

Request

Request JPACT approve the 2021-2024 MTIP and recommend Metro Council adoption in July 2020.

Background

As part of Metro's responsibilities as the metropolitan planning organization for the Portland region, the agency must develop a schedule of regionally significant transportation expenditures for the upcoming federal fiscal years 2021 through 2024, known as the metropolitan transportation improvement program (MTIP). In the development of the 2021-2024 MTIP, the document must demonstrate how the MTIP as a package of investments complies with federal requirements, advances Regional Transportation Plan (RTP) goals, and outline the procedures for implementing and administering the MTIP once adopted. The 2021-2024 MTIP, upon adoption, replaces the current 2018-2021 MTIP as the effective MTIP. The MTIP is necessary for the region to remain eligible to expend federal transportation dollars.

Overview of the 2021-2024 MTIP – Adoption Draft

The 2021-2024 MTIP is comprised of a little over \$1.2 billion in transportation project and program investments. Spread over 203 projects and programs, the 2021-2024 MTIP includes:

- a mix of capital investments to enhance and fill gaps on the transportation system across all forms of travel,
- maintenance investments to take care of the transportation infrastructure already in place,
- operations investments to use technologies to make the system run smoother and safer, and
- programs that educate about travel options, support kids in walking and rolling to school safely, and reinforcing the connection between housing and transit.

A performance evaluation was conducted on the package of investments in the 2021-2024 MTIP. The performance evaluation assessed how well the investments move the region towards the four RTP goals of addressing safety, equity, climate change, and managing congestion and federal performance targets. Overall the 2021-2024 MTIP makes progress towards the RTP priorities and federal performance targets. The analysis shows greater regional progress toward some outcomes, such as addressing climate change, than others. For other outcomes, such as accessibility, the investments make more progress at a more localized scale. These results illustrate that the 2021-2024 MTIP investments are helping the region reach its long-term goals for the transportation system, but there remains opportunities for improvement.

An executive summary of the 2021-2024 MTIP is attached.

Development of the 2021-2024 MTIP

The 2021-2024 MTIP adoption draft represents the past three years of efforts to develop the short-term investment strategy and demonstrate compliance and eligibility with federal regulations. Activities in which JPACT played an active role in the development of the 2021-2024 MTIP include, but are not limited to:

- 2021-2024 MTIP financial forecast (April 2018)
- 2021-2024 MTIP policy direction (Early 2019)
- 2022-2024 RFFA (2019)
- MPO feedback into the 2021-2024 ODOT administered funds (2018-2019)
- Annual transit agency budget presentations (2018, 2019)

The allocation and decision processes for determining which transportation projects and programs are expected to receive funds for fiscal years 2022 through 2024 were completed at the beginning of 2020. The 2021-2024 MTIP adoption draft is a reflection of the outcomes of those allocation and decision processes.

As part of developing and finalizing the adoption draft of the 2021-2024 MTIP, a public comment period took place from Friday, April 17, 2020 to Monday, May 18, 2020. During the public comment period a public review draft of the 2021-2024 MTIP was made available for comment. A public hearing took place on April 23, 2020 at the Metro Council meeting and a formal consultation meeting with resource agencies and tribal governments took place on May 11, 2020. Comments were further solicited through various communications to community and civic networks. In total, the 2021-2024 MTIP public review draft received 210 public comments. A summary of key theme to emerge from the public comment was developed and documented in the public comment report. Metro, in partnership with ODOT, SMART, and TriMet, provided responses to the major themes and comments. The 2021-2024 MTIP public comment report and can be found in Appendix V of the 2021-2024 MTIP.

For the 2021-2024 MTIP to become effective in federal fiscal year 2021 (beginning on October 1, 2020), the 2021-2024 MTIP must be adopted and submitted to the Governor for inclusion in the 2021-2024 State Transportation Improvement Program (STIP) by summer 2020. Following, the 2021-2024 STIP will be submitted to federal partners requesting approval prior to the start of the federal fiscal year.

TPAC Recommendation

At the June 5th TPAC meeting, members recommended JPACT approve the 2021-2024 MTIP adoption draft and recommend adoption by the Metro Council. In addition to the recommendation, Metro staff brought forward several recommendations to carry forward as part of the development of the 2024-2027 MTIP. Metro will begin to implement the recommendations in autumn 2020.

Next Steps

The following timeline outlines the next steps for the 2021-2024 MTIP.

Activity	Timeline
Request JPACT approval and recommendation for Metro Council adoption	July 16, 2020
Request Metro Council adoption	July 23, 2020
Submit 2021-2024 MTIP to Governor for inclusion in the 2021-2024 STIP	Late Summer 2020
Federal partner approval	Fall 2020

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5110 FOR THE PURPOSE OF APPROVING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: July 2, 2020

Prepared by: Grace Cho

PURPOSE

The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is the region's short-term investment strategy of federal transportation funds. The 2021-2024 MTIP summarizes all programming of federal transportation funding in the Portland metropolitan region for the federal fiscal years 2021 through 2024. Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
- Define administrative authority to modify, add or remove projects from the 2021-2024 MTIP (as defined in Chapter 8);
- Affirm the region meets federal planning and programming rules and permit submission of the 2021-2024 MTIP to the Governor of Oregon and incorporation into the State Transportation Improvement Program.

BACKGROUND

The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The report must demonstrate the use of federal funds will comply with all relevant federal laws and administrative rules.

In the Portland metropolitan region, there are three processes which propose programming of federal transportation funds and are therefore reflected in the MTIP. These processes are:

- The Regional Flexible Fund Allocation (RFFA): A process led by the Joint Policy Advisory Committee on Transportation and the Metro Council to allocate the region's discretionary federal transportation funds;
- The allocation of the Oregon Department of Transportation (ODOT) administered funds: An allocation framework established by the Oregon Transportation Commission (OTC) and allocations take place statewide or at the different ODOT regions. For the Portland metropolitan area, the Region 1 Area Commission on Transportation (ACT) plays a role in funding recommendations to the OTC. The allocations predominately focuses on capital improvements and maintenance on the national highway system; and
- TriMet's and the South Metro Area Rapid Transit (SMART) Annual Budget Process and Programming of Projects: the processes led by the individual transit operators in region. TriMet's annual budget process includes its rolling capital improvement program, updated each fiscal year and guides the short term implementation of the 20-year service enhancement plans. SMART is the transit agency for the City of Wilsonville and allocates transit funding in conjunction with the city budget process.

All the projects and programs selected to receive federal funding through the three processes are summarized in the tables listed in Chapter 6 of the 2021-2024 MTIP (Exhibit A) by lead agency. The tables illustrate the assignment of funds by fund type and the amount of funding by disbursement year for

the federal fiscal years 2021 through 2024. There are a number of different federal transportation funds assigned to different projects. This includes, but not limited to: Federal Highway Administration (FHWA) funds: surface transportation block grant, congestion mitigation/air quality and the FTA funds new starts, small starts, a program for special needs transportation for seniors and people with disabilities, allocations for bus purchases and allocations for maintenance of the bus and rail systems. Previous programming of these funds have been updated to reflect project completion as well as changes in construction schedules and project costs.

Coordination and Development of the 2021-2024 MTIP

The 2021-2024 MTIP adoption draft (Exhibit A) represents the past three years of efforts to develop the short-term investment strategy and demonstrate compliance and eligibility with federal regulations. Activities in which TPAC, JPACT, and the Metro Council played an active role in the development of the 2021-2024 MTIP include, but are not limited to:

- 2021-2024 MTIP financial forecast (JPACT acknowledgment of receipt April 2018)
- 2021-2024 MTIP policy direction (Resolution 19-4963 April 2019)
- 2021-2024 MTIP performance evaluation (Summer 2019/Spring 2020)
- 2022-2024 RFFA (Resolutions 19-4959 and 20-5063 April 2019 and January 2020)
- MPO feedback into the 2021-2024 ODOT administered funds (2018-2019)
- Annual transit agency budget presentation (2018, 2019)

The allocation and decision processes for determining which transportation projects and programs are expected to receive funds were completed at the beginning of 2020. The 2021-2024 MTIP adoption draft is a reflection of the outcomes of those allocation and decision processes as described in the background section of this staff report.

Public Comment for the Draft 2021-2024 MTIP

The Federal Highway Administration and Federal Transit Administration require Metro make the schedule of federal and regionally significant expenditures available for a 30-day public comment prior to final adoption.

On Friday, April 17, 2020, Metro opened a public comment period for the 2021-2024 MTIP public review draft. As part of the public comment, Metro developed a short survey which provided some information about the 2021-2024 MTIP, the results of the performance evaluation, and asked for feedback. The design of the short survey was a way of gather feedback without having members of the public needing to read the entire 2021-2024 MTIP, but was made available with the survey. In addition, during the public comment, Metro held two live opportunities to provide feedback on the 2021-2024 MTIP. A public hearing was held on April 23, 2020 at the Metro Council meeting and a resource agency and tribal government consultation was held on May 11, 2020. The public comment closed on Monday, May 18, 2020.

The various public comment opportunities resulted in a total of 210 public comments received on the 2021-2024 MTIP. The 2021-2024 MTIP received a greater amount of comments than the previous two cycles (2015-2018 and 2021-2024). In review of the public comments, the following themes and key takeaways emerged:

- Across the regional priorities of advancing equity, advancing climate, and reducing congestion, more than half of all respondents indicated strongly that more and faster work is needed.
- Survey responses indicate climate change is where there is the greatest need for more and faster work and investments should work to reduce greenhouse gas emissions. The focus on climate change is reflected in the comments submitted through the survey as well as the comment made during the Metro Council hearing.

- Comments made about addressing climate change often pointed to strategies to reduce congestion as well as investments in transit and active transportation. Although most comments about reducing traffic congestion were connected to a desire to address climate change, there were also comments that requested congestion be addressed through increased investment in the motor vehicle network, including expanding roadways.
- There is also a strong interest in more and faster work to advance equity. Comments discussed the need to increase a variety of types investments in historically marginalized communities, including improved and expanded transit service, affordability of transit, a better connected active transportation system and safety improvements. Comments also highlighted the disproportionate impacts of transportation-related air pollution on communities of color and low income communities.
- Survey responses indicate the lowest level of urgency related to safety, although more respondents indicated more and faster work is needed to advance safety than indicated that the region is on the right track.

The public comment report and a summary of comments received on the draft 2021-2024 MTIP can be found in Appendix V of Exhibit A.

Partner Coordination and Finalizing the 2021-2024 MTIP Adoption Draft

Throughout the development of the 2021-2024 MTIP, Metro has worked closely with key partners ODOT, SMART, and TriMet to reflect the near-term federal and regionally significant transportation investments in the programming of the 2021-2024 MTIP. Throughout the coordination process, Metro worked with partners and provided guidance to ensure federal eligibility requirements are being met. Additionally, Metro, ODOT, TriMet and SMART have worked closely to define which programming changes get reflected and synced in the 2021-2024 MTIP and 2021-2024 STIP between the public comment draft and the adoption draft versions. These changes have been documented as formal requested comments by ODOT and TriMet. Of those proposed changes which were significant, an opportunity for comment was provided between May 29 through June 29, 2020 on the programming changes made between the public review draft and the adoption draft.

In recognition of the coordination undertaken, TPAC recommend adoption of the 2021-2024 Metropolitan Transportation Improvement Program as presented. The presented 2021-2024 MTIP reflects the coordinated changes agreed to by Metro, ODOT, TriMet, and SMART.

The documentation of programming changes can be found in the companion documents, considered under Resolution No. 20-5110.

Implementation of the 2021-2024 MTIP and Moving Forward to the 2024-2027 MTIP

The 2021-2024 MTIP is expected to take effect on October 1, 2020, the beginning of the federal fiscal year 2021. In the meantime, agency staff are monitoring the progress of projects currently scheduled for federal obligation this federal fiscal year as a part of the 2018-2021 MTIP. If a project is unsuccessful in meeting its current schedule for action this year, it may be proposed for amendment into the 2021-2024 MTIP so that it may proceed under a delayed schedule. These changes will be addressed as part of a transition amendment to the 2021-2024 MTIP immediately following federal approval of the 2021-2024 STIP by the U.S. Department of Transportation.

Following the adoption of the 2021-2024 MTIP and STIP in summer 2020, ODOT will begin the process of launching into the development of the 2024-2027 cycle. Additionally, the transit agencies will begin their annual budget process and financial forecasting for fiscal year 2022.

Based on the input and feedback heard in the public comment, the discussion of the performance evaluation and throughout the development of the 2021-2024 MTIP, staff recommends the following to guide the development of the 2024-2027 MTIP:

- Continue to focus on the RTP priorities: equity, safety, climate, and traffic congestion to guide the investments
- Conduct a technical analysis retrospective to refine and explore methods that can better assess the package of investments and its effect on getting the our region’s goals around equity, safety, climate, and traffic congestion
- Increase partner coordination to articulate the on-going funding trade off discussions and the decision processes that lead to the transportation investments included in the MTIP

The development of the 2024-2027 MTIP policy direction, project charter among partners, workshops with TPAC and discussions with Metro Council and JPACT are some initial staff proposed avenues to implementing these recommendations. Further development of the approach to implementing the staff recommendations for the 2024-2027 MTIP will be undertaken after adoption of the 2021-2024 MTIP.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** The 2021-2024 MTIP programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the FAST ACT). The 2021-2024 MTIP is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2022 through 2024 as defined by Resolution Nos. 20-5063 and 19-4959. The 2021-2024 MTIP must be consistent with the 2018 Regional Transportation Plan, adopted by Metro Ordinance No. 18-1421 and reiterated in the 2021-2024 MTIP policy direction Resolution No. 19-4963.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the 2021-2024 MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs. A delay in adopting the 2021-2024 MTIP can create a delay in transportation projects and programs accessing funds or receiving federal approvals in order to move forward. This includes several Metro programs which received an allocation of federal funding through the Regional Flexible Fund process.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 19-4959, 19-4963, and 20-5063. This includes \$47,133,715 of federal funds to be used for planning activities at Metro between 2021 through 2024. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$11,417,923 through the course of the 2021-2024 time period. An additional \$23,779,667 of planning and project activities are scheduled and funded to take place in the 2021-2024 MTIP. These funds are subject to being sub-allocated to transportation agencies, including Metro through regional programs, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning and project activities.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 20-5110.

6.1 UPWP Bike & Pedestrian Crossing

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 9, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Regional Planner
Subject: 2020-21 Unified Planning Work Program (UPWP) Amendment for the ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn study

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year.

Please see attached project narrative proposed to be amended into the 2020-21 UPWP. Metro staff will provide a Resolution and Staff report and request action on the amendment at the August 7 TPAC meeting and by consent at the September 17 JPACT and Metro Council meetings.

Please contact John.Mermin@oregonmetro.gov for inquiries about the UPWP. For information about the project please contact Kristen.Stallman@odot.state.or.us.

ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn

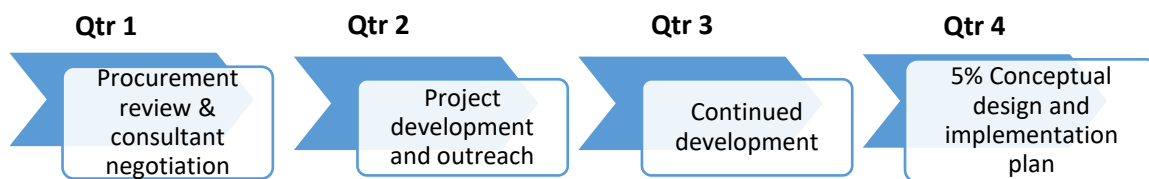
Staff Contact: Kristen Stallman, Kristen.Stallman@odot.state.or.us

Description

ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle crossing over the Willamette River connecting Oregon City, and West Linn and to identify a preferred crossing location. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle crossing of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Verifying the need and preferred crossing location for a bike and pedestrian crossing will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle crossing will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a river crossing creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Resources:

FY 2020-21 Unified Planning Work Program

Personal Services	\$ 50,000	Federal	\$ 50000
Materials & Services	\$ 300,00,000	Federal	\$ 300000
TOTAL	\$ 350,000	TOTAL	\$ 350,000

6.2 ODOT Tolling Program

Information/Discussion Items

No materials provided in advance.

Joint Policy Advisory Committee on Transportation
Thursday, July 16, 2020

6.3 Jurisdictional Transfer Project

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 16,, 2020

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 7, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: John Mermin, Senior Transportation Planner
Subject: Regional Framework for Highway Jurisdictional Transfer - Project update

Purpose

The purpose of this memo is to update JPACT on the status of the project in advance of the release of the draft report and public comment period in September.

Background

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets (e.g. 82nd Avenue in Portland). Most of these routes have been bypassed by modern, limited access freeways (e.g. I-205) that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

As part of the project, Metro's consulting team has completed the following materials (available to download at www.oregonmetro.gov/jurisdictionaltransfer):

- Policy framework with best practices from past transfers in Oregon
- Inventory & atlas of candidate corridors – existing conditions, demographics, planned capital projects
- Corridor technical and readiness evaluation
- Corridor technical evaluation
- Cost estimation methodology
- Functional classification recommendations to be considered in the Oregon Highway Plan update
- Equity considerations memo

Work underway or to be completed includes:

- Needs assessment of top tier corridors
- Final Report
- Consultant recommendation for regional action, including funding opportunities

Next Steps

In September 2020, staff will share a Draft Final Report with TPAC, JPACT and Metro Council and provide a public comment period. In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix. *(The consultant recommendation will be advisory and not part of this action).*

Materials following this page were distributed at the meeting.



Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

Look inside to read about bridge maintenance and traffic impacts.

interstatebridge.org

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

ANTICIPATED TIMELINE

CONSTRUCTION

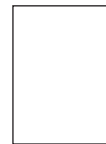
August–October 2020

BRIDGE CLOSURE

September 12–20, 2020



tripcheck.com



SPRING 2020 NEWSLETTER

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

The northbound span of the Interstate Bridge will close **September 12–20, 2020** as crews replace mechanical parts that help lift and lower the bridge. The southbound span will remain open to traffic in both directions.



The Interstate Bridge is located on Interstate 5 where it connects Oregon and Washington across the Columbia River.

CONSTRUCTION IMPACTS

AUGUST–OCTOBER 2020

While the heaviest traffic impacts will occur during the closure of the northbound span of the bridge, travelers will experience impacts throughout construction.

WHY DOES THE BRIDGE NEED TO CLOSE IN SEPTEMBER?

In September, crews will replace a trunnion and other parts that help lift and lower the bridge. These custom-made pieces are still in fabrication and scheduled for delivery in August before the September closure.

The bridge closure is scheduled for September due to the low river levels, which allow most vessels to travel under the Interstate Bridge without a bridge lift. This is essential for marine traffic. The Columbia River is an international shipping channel and, before any section of the river under the bridge is closed, we must coordinate with the U.S. Coast Guard, shipping companies and other river users.

FOR MORE INFORMATION

Project hotline: 503-731-8276
interstatebridge@odot.state.or.us
interstatebridge.org

For ADA Title II or Civil Rights Title VI accommodations, translation/interpretation services or for additional information call 503-731-4128, TTY (800) 735-2900 or use the statewide Oregon Relay Service: 7-1-1.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al: 503-731-4128.

LOOK INSIDE TO FIND OUT MORE!



Sign up for project updates:
interstatebridge.org



BRIDGE CONSTRUCTION: AUGUST 2020–OCTOBER 2020

While the heaviest impacts to travelers will occur during the closure of the northbound span of the bridge in September, traffic impacts will occur throughout construction, including:

7-DAY LANE CLOSURE ON I-5 SOUTH

Single lane closure on I-5 south at the Interstate Bridge **September 21–27, 2020**. Expect delays traveling into Oregon.

NIGHTTIME LANE CLOSURES

Beginning in August, periodic nighttime single and double lane closures will occur on I-5 and the Interstate Bridge throughout construction.

INTERSTATE BRIDGE CLOSURE

September 12–20, 2020

During the closure, travelers crossing the Interstate Bridge in both directions will share the three existing lanes and sidewalk on the southbound bridge.

A movable concrete barrier will shift the lanes to allow for two lanes of traffic to travel in the heaviest direction during commute times.

For example, during the morning commute, the bridge will have two southbound lanes and one northbound lane. During the evening commute, the bridge will have one southbound lane and two northbound lanes open.

AREA RAMP CLOSURES

September 12–20, 2020

During the bridge closure, four ramps in the project area will close for traffic control and to ensure a safe work zone:

- Marine Drive on-ramp to I-5 north in Portland.
- Hayden Island on-ramp to I-5 north in Portland.
- I-5 north to SR 14 off-ramp in Vancouver.
- SR 14/Washington Street on-ramp to I-5 south in Vancouver.

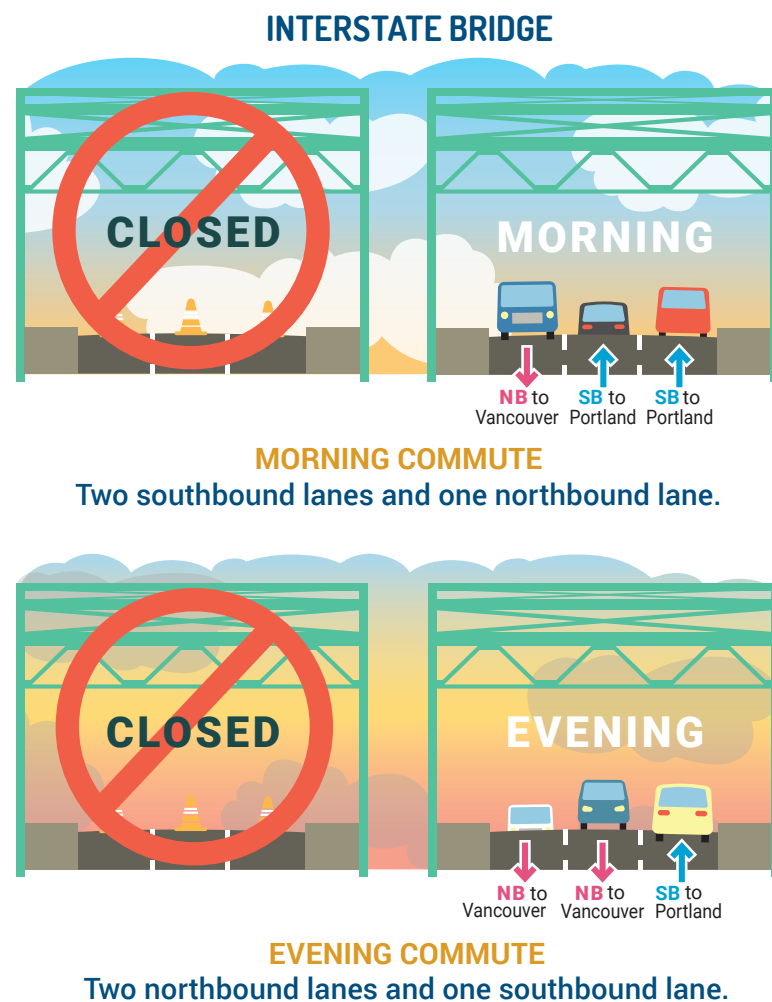
BRIDGE LIFTS ON I-5 NORTH

Bridge lifts will occur on I-5 north for up to 30 minutes. Travelers should expect delays.

NIGHTTIME RAMP CLOSURES

Periodic nighttime closure of on-ramps:

- SR 14/Washington Street on-ramp to I-5 south in Vancouver.
- Marine Drive on-ramp to I-5 north in Portland.
- Hayden Island on-ramp to I-5 north in Portland.
- North Victory on-ramp to I-5 north in Portland.



TRAFFIC IMPACTS

Heavy traffic, congestion and long delays are expected in the region on I-5, I-205, I-84, SR 14 and local streets in north Portland and south Vancouver throughout construction.

If travelers do not change their driving habits during the bridge closure, and if traffic levels are at normal levels, the length of back-ups on I-5 may **double to 4 miles** and the region may experience up to **16 hours of congestion** per day.

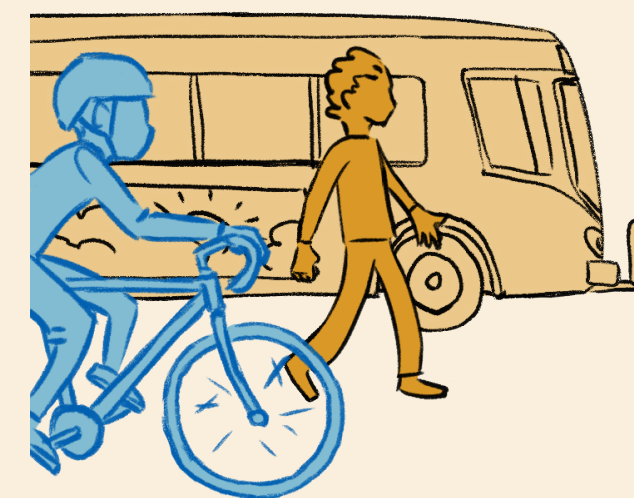


We are currently seeing lower than usual traffic volumes on our roads. The congestion referenced here is expected if traffic volumes return to normal levels. If they remain low, congestion impacts will not be as severe.

TRAVEL STRATEGIES*

Everyone can help reduce congestion during the closure by using options such as delaying or shifting trips, biking, taking transit, or working from home or another location when possible.

Visit our regional transportation partners' websites to find more information on travel strategies.



*Please follow all current public health guidelines and recommendations for travel practices.

FIND AND SHARE A RIDE!*

Get There is an easy-to-use trip planner that will get you where you need to go.



getthereoregon.org



getthereswwashington.org

TAKE TRANSIT

C-TRAN and TriMet are great options for your trip and help ease congestion. Bus travel will be expedited during the closure by routing buses on the shoulder of the freeway in select areas.



trimet.org



bit.ly/c-tran-interstate-bridge-closure



Metro

2020-21 Unified Planning Work Program Amendment

ODOT – Pedestrian & Bicycle Crossing: Oregon
City to West Linn

JPACT, July 16, 2020

John Mermin, Metro

Glen Bolen, ODOT

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Next Steps

- August 7 TPAC Action
- September 17 JPACT Action
- September 17 Metro Council Action

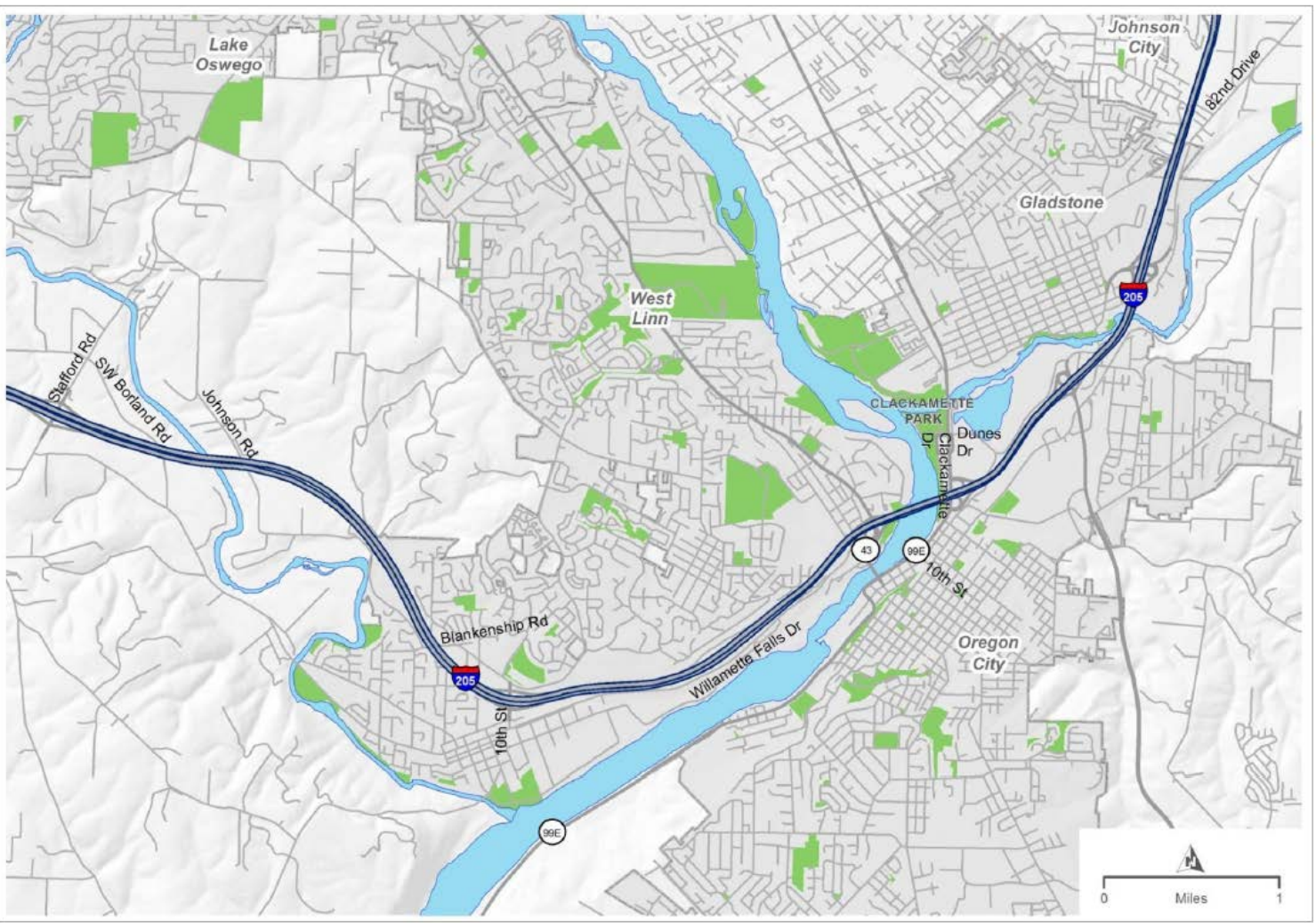


Pedestrian & Bicycle Crossing: Oregon City to West Linn

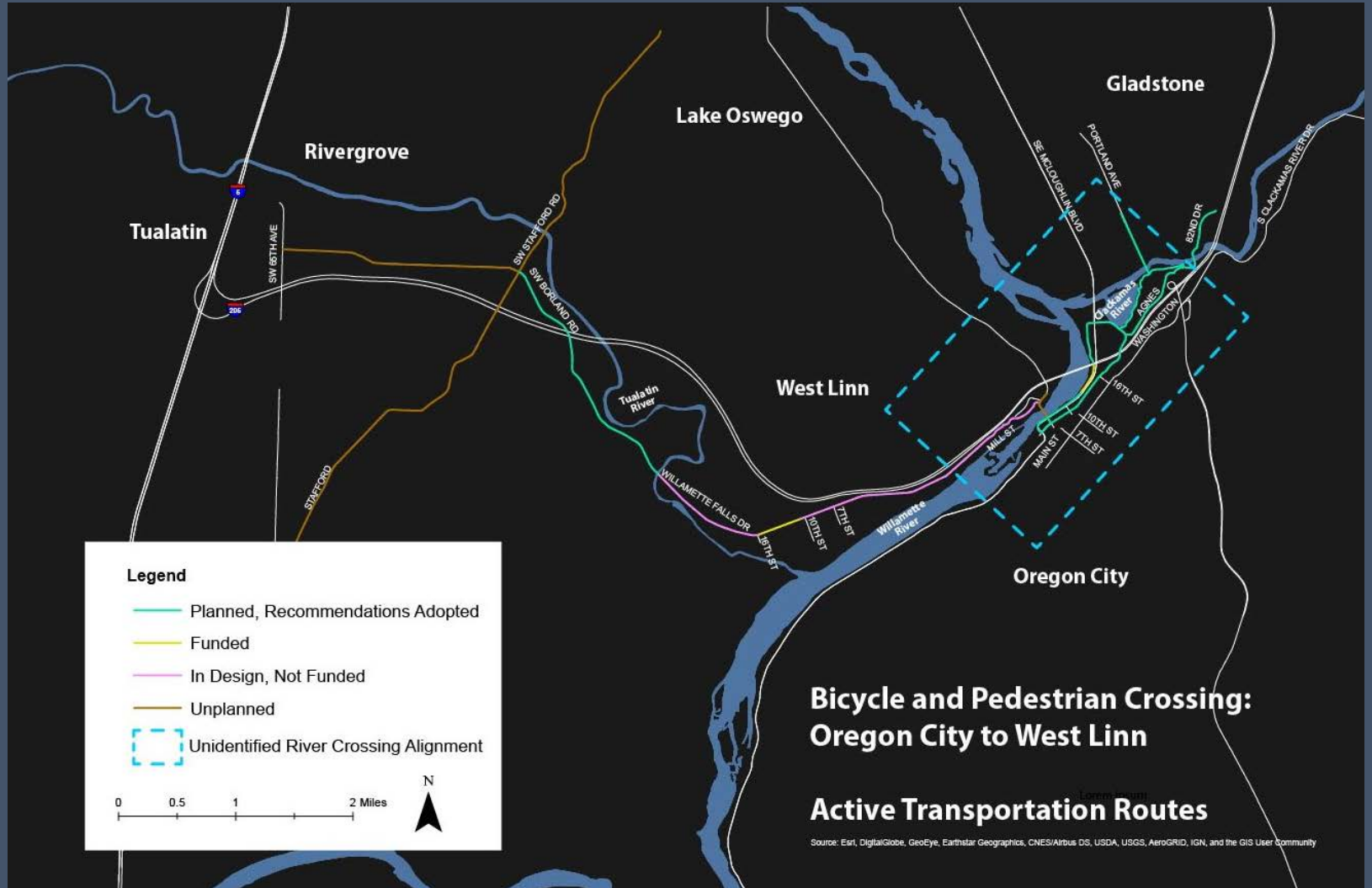
JPACT

July 16, 2020

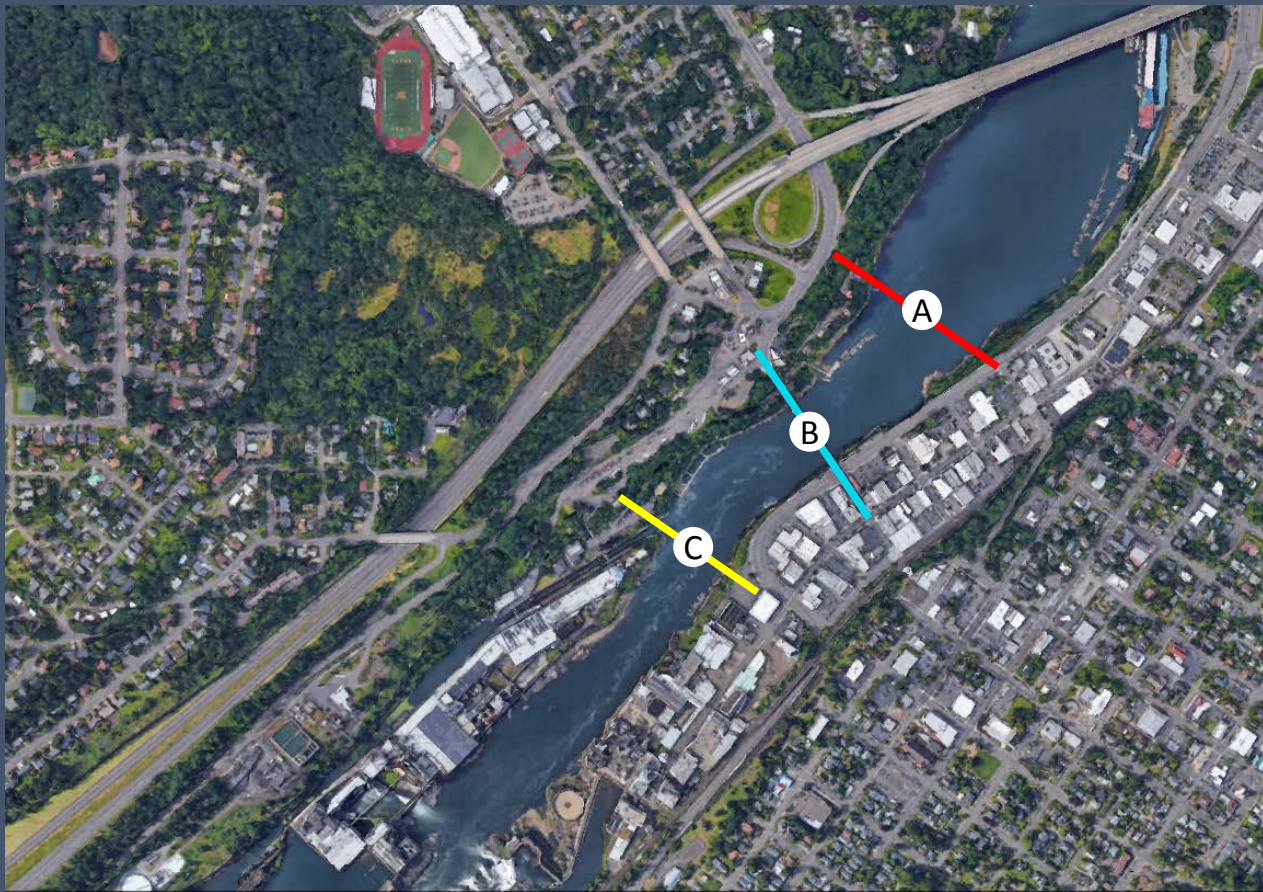
Study Area



Project Context



Project Scope



Project Focus Area

- A** New bridge north of Oregon City Arch Bridge
- B** Convert Oregon City Arch Bridge to active transportation only (restrict automobiles)
- C** New bridge south of Oregon City Arch Bridge

Thank You



Photo Credit: www.marinas.com

Contact Information

Glen Bolen, Interim Planning Manager

Glen.a.bolen@odot.state.or.us

Sandra Hikari, Project Manager

Sandra.y.hikari@odot.state.or.us

Questions?



Metro

**Regional Framework for Highway Jurisdictional Transfer
Joint Policy Advisory Committee on Transportation
(JPACT) July 16 2020**

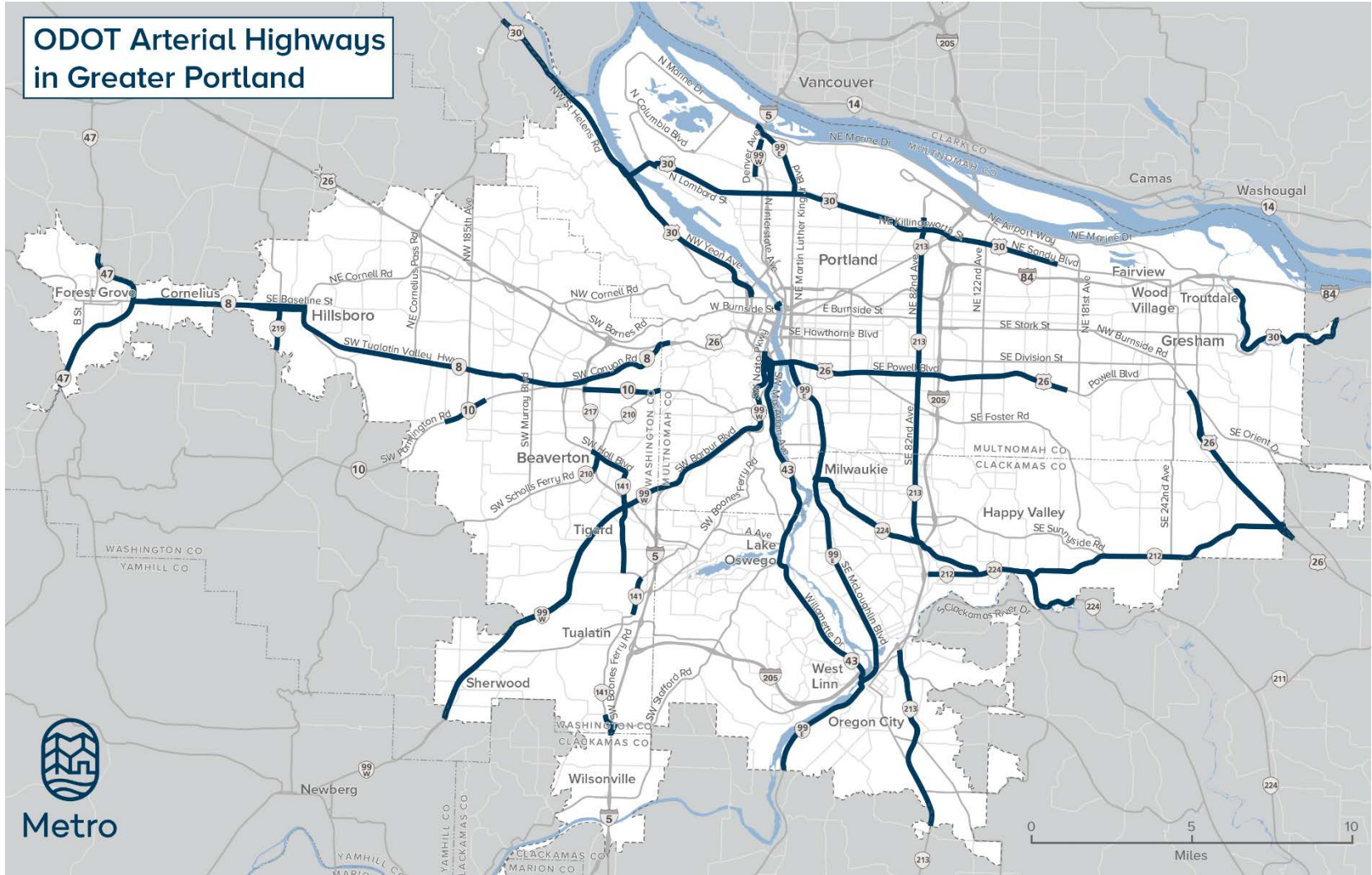
John Mermin, Metro Glen Bolen, ODOT

What we'd like to share with you today

- Background
- Project deliverables completed
- Next Steps

ODOT-owned arterial highways

ODOT Arterial Highways
in Greater Portland



Historical background

1934

Today



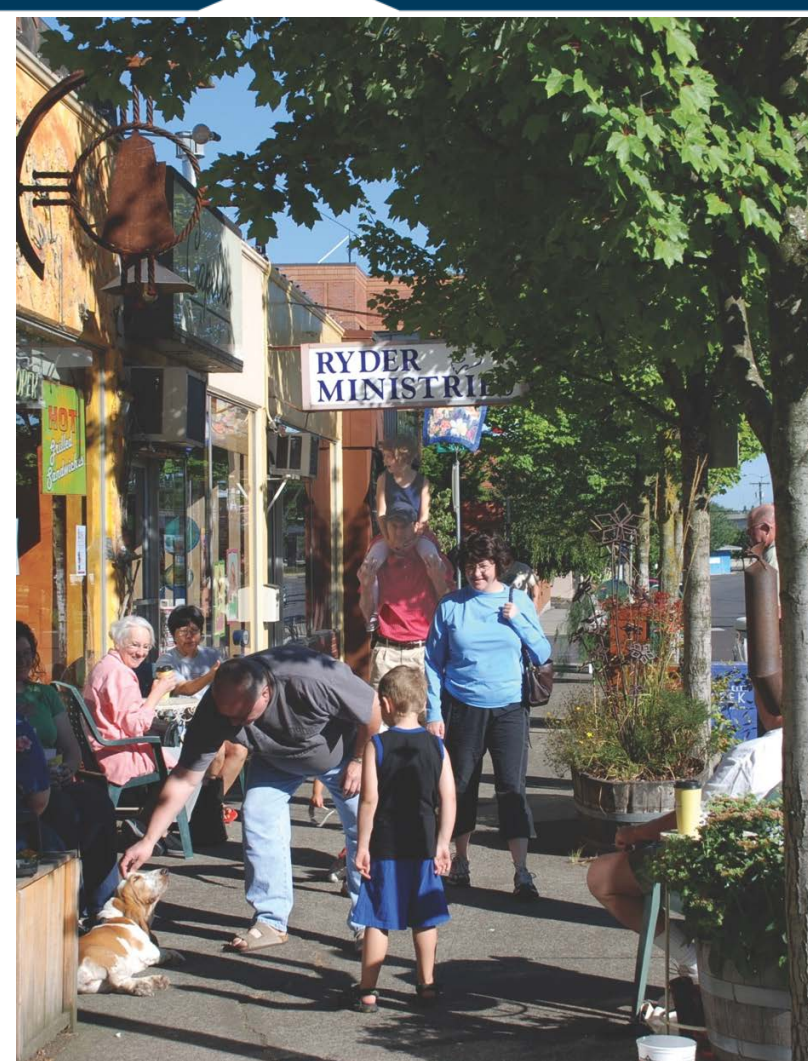
Photo credit: vintageportland.wordpress.com

Photo credit: City of Portland

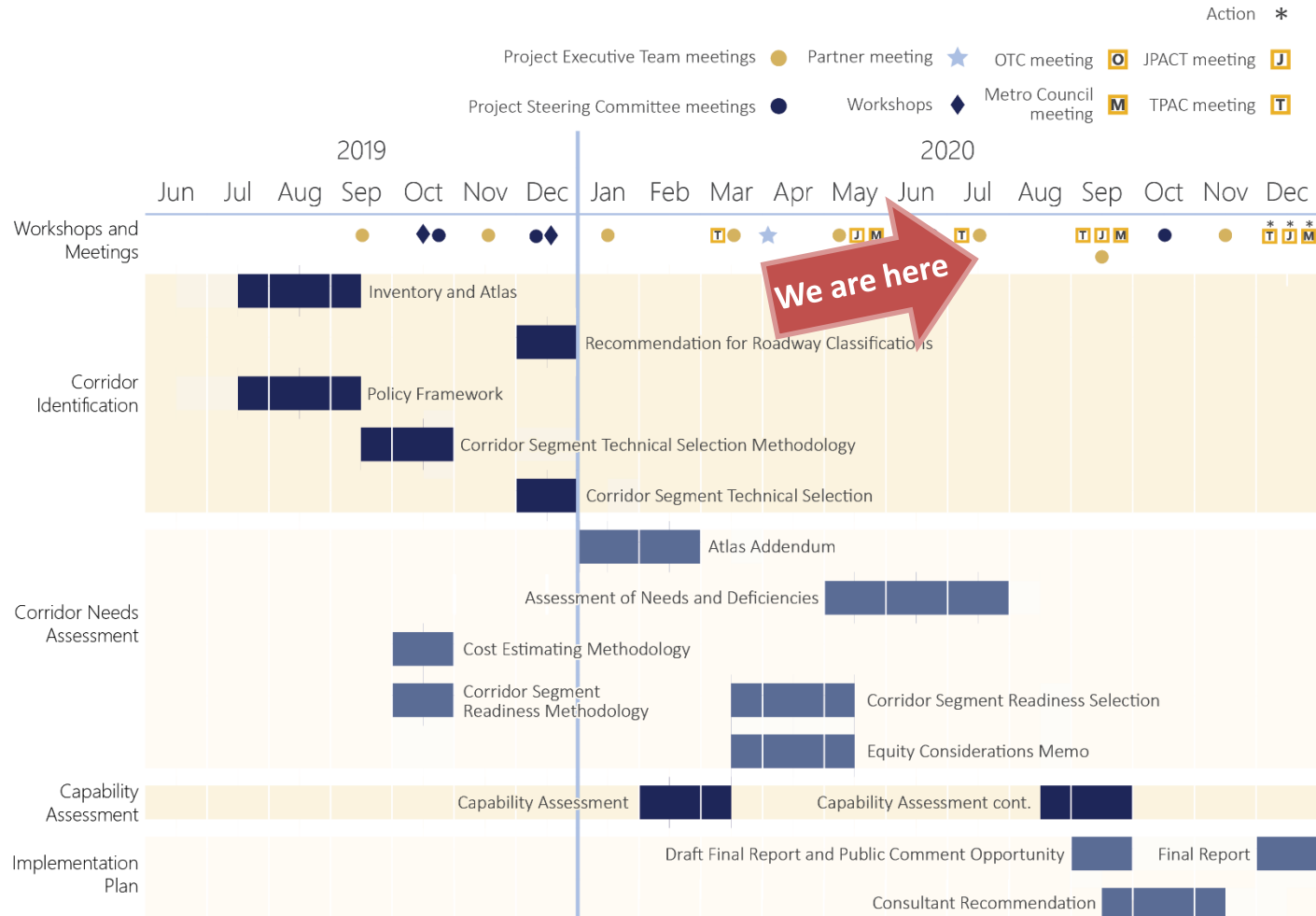
82nd Avenue (Hwy 213)

Project overview

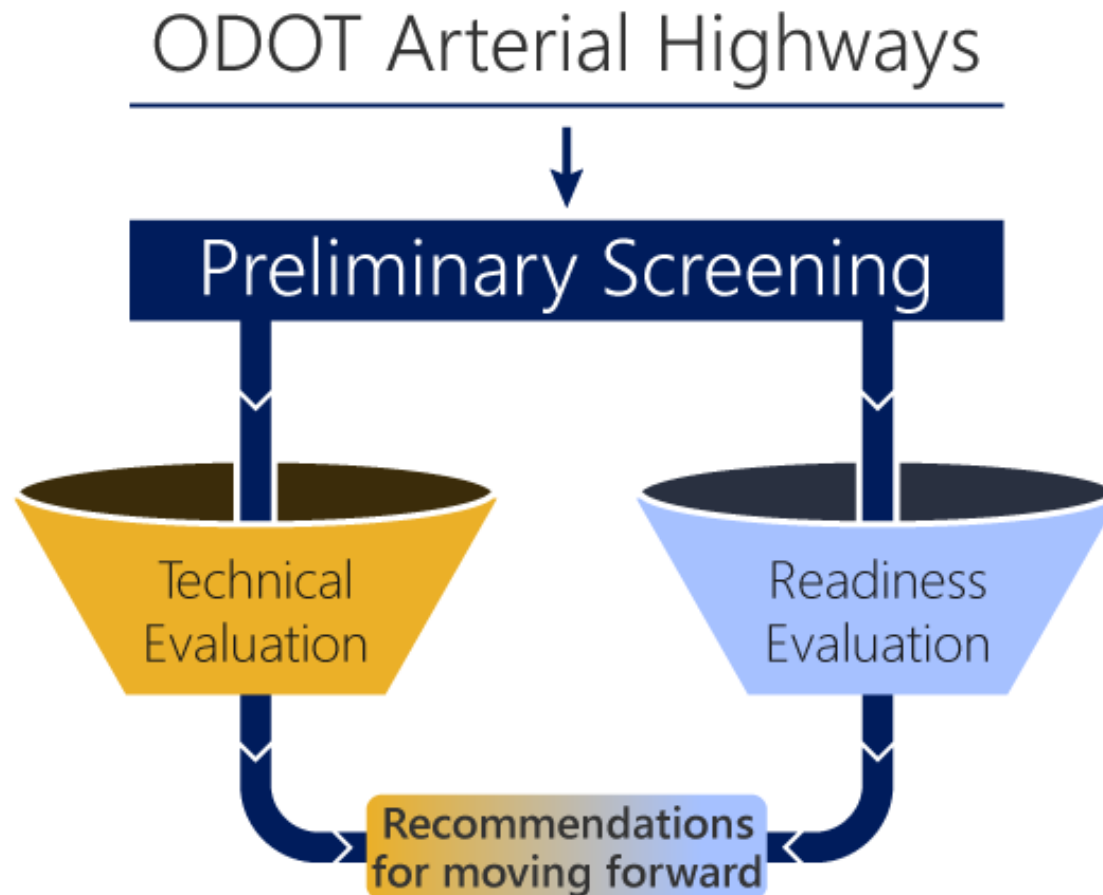
- Included in the 2018 Regional Transportation Plan (RTP)
- Aims to create framework for regional action on jurisdictional transfer
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does *not* commit funds or commit a jurisdiction to transfer



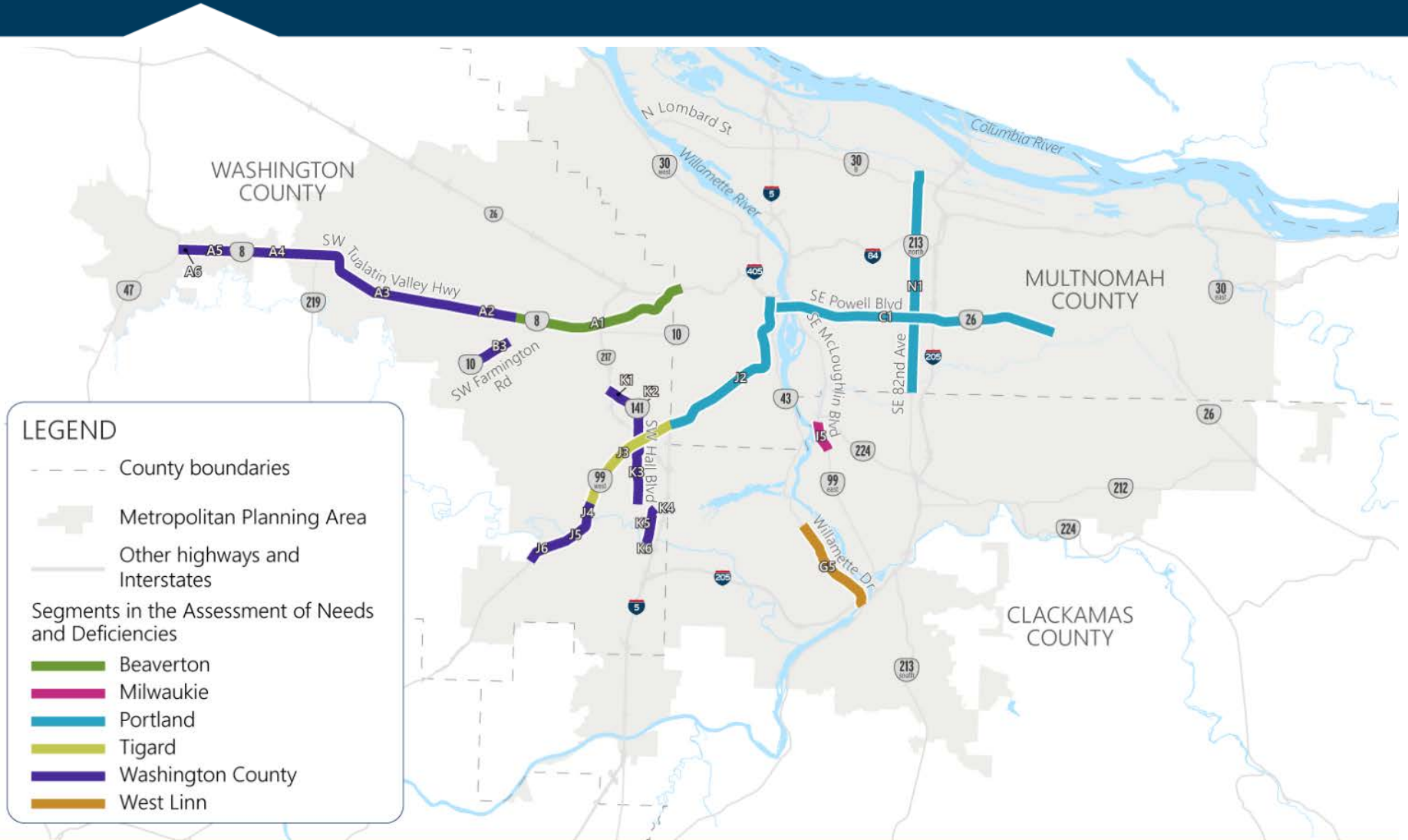
Project timeline



Evaluation approach



Top tier corridors based on technical & readiness evaluations



Work completed to date

- Policy Framework with best practices
- Inventory & Atlas of candidate corridors
- Evaluation Methodology & results
- Cost Estimation Methodology
- Roadway classification recommendations
- Equity considerations memo

Download and review materials at:
www.oregonmetro.gov/jurisdictionaltransfer

Next steps

- July - Needs assessment of top tier corridors
- September – Draft Report for public comment shared with TPAC, JPACT, Council
- December - Final Report with recommended framework for regional action – Acceptance by resolution at TPAC, JPACT, Council



Metro



Thank you!

www.oregonmetro.gov/jurisdictionaltransfer



Steel Bridge MAX Improvements

August 2-29, 2020

Project Overview

Steel Bridge MAX Improvements

- August 2-29, 2020
- Replace all tracks – 8,000+ feet of rail
- Upgrade switch sections and machines
- Replace signal system
- New rail lift joints and locks
- All MAX lines disrupted
- While bus lines 4, 8, 35, 44 and 77 are detoured, shuttle buses will be in place
- More information at: trimet.org/steelbridge

