

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, October 15, 2020

7:30 AM

<https://zoom.us/j/91720995437>

Revised - 10/13

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/91720995437> 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, October 14 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. 20-5130 For the Purpose of Amending or Adding New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which Involves Five Projects Impacting ODOT and TriMet (OC21-03-OCT) [COM](#)
[20-0367](#)
- Attachments: [Draft Resolution No. 20-5130](#)
[Exhibit A to Resolution No. 20-5130](#)
[Staff Report for Resolution No. 20-5130](#)
- 4.2 Consideration of September, 17 2020 JPACT Minutes [COM](#)
[20-0373](#)
- Attachments: [September, 17 2020 JPACT Minutes](#)

5. Action Item

- 5.1 2024-2027 State Transportation Improvement Program (STIP) - MPO Comment Letter [COM](#)
[20-0374](#)
- Presenter(s): Ted Leybold, Metro
Grace Cho, Metro
- Attachments: [Memo: STIP Comment Letter](#)
[STIP Comment Letter](#)

6. Information/Discussion Items

- 6.1 Burnside Bridge Update [COM](#)
[20-0369](#)
- Presenter(s): Megan Neill, Multnomah County, Project Manager
Heather Catron, HDR, Consultant Project Manager
- Attachments: [Memo: Earthquake Ready Burnside Bridge](#)
[Earthquake Ready Burnside Bridge Information Sheet](#)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings:

- Thursday, November 19, 2020
- Thursday, December 17, 2020

Metro respects civil rights

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

Thông báo về sự Metro không kỳ thị của

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

Повідомлення Metro про заборону дискримінації

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

Metro의 不歧视公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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

Metro의 差別禁止通知

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

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

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

Notificación de no discriminación de Metro

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

Уведомление о недопущении дискриминации от Metro

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

Avizul Metro privind nediscriminarea

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

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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



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

2020 JPACT Work Program

As of 10/6/20

Items in italics are tentative

<u>October 15, 2020</u> <ul style="list-style-type: none">Resolution No. 20-5130 For the Purpose of Amending or Adding New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which Involves Five Projects Impacting ODOT and TriMet (OC21-03-OCT) (Consent)Mobility Policy Update (Kim Ellis, Metro; 20 min)Burnside Bridge Update (Megan Neil, Multnomah County; 20 min) <p><u>October 15-17:</u> League of Oregon Cities Conference, Salem</p> <p><u>October 15:</u> Oregon Mayor's Association Meeting, Salem</p>	<u>November 19, 2020</u> <ul style="list-style-type: none">Jurisdictional Transfer Assessment – Draft Recommendations (John Mermin, Metro; 20 min)Interstate Bridge Replacement Program Partner Resolution (Margi Bradway, Metro; 45 min; Information/Discussion)
<u>December 17, 2020</u> <ul style="list-style-type: none">Metro Jurisdictional Transfer Project Action to accept Final Report for inclusion in 2023 RTP Technical Appendix(John Mermin, Metro) (consent)Emergency Transportation Routes Update (Who Does this one?; 20 min)	

Parking Lot:

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

**4.1 Resolution No. 20-5130 For the Purpose of
Amending or Adding New Projects to the 2021-24
Metropolitan Transportation Improvement Program
(MTIP) which Involves Five Projects Impacting ODOT
and TriMet (OC21-03-OCT)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 15, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING)	RESOLUTION NO. 20-5130
NEW PROJECTS TO THE 2021-24)	
METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING)	Andrew Scott in concurrence with
ODOT AND TRIMET (OC21-03-OCT))	Council President Lynn Peterson

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, the Oregon Department of Transportation (ODOT) review of approved projects along OR217 determined that the construction phase from their Region wide ITS Improvements and Upgrades project can be combined into their OR217: OR10 to OR99W project for increased delivery efficiencies; and

WHEREAS, ODOT has evaluated their two Interstate 5 at Boone Bridge over the Willamette River surface rehabilitation projects and determined they also can be combined for improved cost effectiveness and delivery efficiency; and

WHEREAS, the Oregon Transportation Commission approved the proposed project combinations on OR217 and I-5 at their July 2020 meeting; and

WHEREAS, Metro's allocation of Highway Infrastructure Program funds and conversion into Surface Transportation Block Grant funds totaling \$3,305,682 through ODOT allows Metro and TriMet to complete the second part of a total \$7,305,682 fund exchange of STBG funds for local funds enabling TriMet additional federal funds to support their Preventative Maintenance program and Metro the ability to further leverage the local funds to support various planning and MPO functions; 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 October 2021-24 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 October 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 October 2, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5130 consisting of the October 2020 Formal MTIP Amendment bundle on October 15, 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 October 29, 2020 to formally amend the 2021-24 MTIP to include the required changes or additions to the five identified projects as part of Resolution 20-5130.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed October 2020 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **OC21-03-OCT**
Total Number of Projects: **5**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20474 MTIP ID 71002	ODOT	Region wide ITS Improvements and Upgrades	<u>SPLIT PROJECT:</u> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle.	Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.
Project #2 ODOT Key 18841 MTIP ID 70782	ODOT	OR217 Southbound: OR10 to OR99W	<u>Combined Project:</u> The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies	Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.
Project #3 ODOT Key 21218 MTIP ID 71049	ODOT	I-5: Boone (Willamette River) Bridge	<u>SPLIT PROJECT:</u> The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.	I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

Project #4 ODOT Key 20411 MTIP ID	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	<u>Combined Project:</u> The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges	Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.
Project #5 ODOT Key NEW PROJECT MTIP ID TBD	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	<u>ADD NEW PROJECT:</u> The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Metro receives local from TriMet for the STBG-U funds	Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT PROJECT
 Split funds off Key 20474 and

Lead Agency: ODOT		Project Type:	TSMO		ODOT Key:	20474
Project Name: Region wide ITS Improvements and Upgrades	1	ODOT Type	Ops		MTIP ID:	71002
		Performance Meas:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). Short Description: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1		Capacity Enhancing:	No		Comp Date:	12/31/2021
		Conformity Exempt:	Yes		RTP ID:	11584
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2018		Past Amend:	1
		Years Active:	3		OTC Approval:	Yes
		STIP Amend #: 18-21-3965			MTIP Amnd #: OC21-03-OCT	
	Detailed Description: None					
STIP Description: Design for future installation of new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1.						

Last Amendment of Modification: Administrative. January 2018 - AB18-11-JAN. PE phase will not be initiated and obligated until 2019. Slip PE to 2019

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-State	M24E	2020		\$ 156,669				\$ 156,669
AC-STBGS	ACPO	2020		\$ 147,796				\$ 147,796
STBG-State		2021					\$ 1,410,017	\$ -
								\$ -
							Federal Totals:	\$ 304,465
Federal Fund Obligations:				\$ 156,669				Federal Aid ID
EA Number:				PE003170				SA00(318)
Initial Obligation Date:				12/30/2019				
State Funds								
State	Match	2020		\$ 17,931				\$ 17,931
State	Match	2020		\$ 16,916				\$ 16,916
State	Match	2021					\$ 161,383	\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 174,600	\$ -	\$ -	\$ 1,571,400	\$ 1,746,000
Phase Totals After Amend:			\$ -	\$ 339,312	\$ -	\$ -	\$ -	\$ 339,312
Year Of Expenditure (YOE):								\$ 339,312

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.
- > Split funds and add to Key 18841

Amendment Summary:

The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The pe phase remains here with the contraction phase combined into Key 18841.

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
- > RTP Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
- > 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-State = Federal Surface Transportation Block Grant funds appropriated to ODOT for use on various types of transportation improvement projects..
- > AC-STBGS = Federal Advance Construction type funds used as a placeholder until the final federal code is determined which in this case is estimated to be STBG-State funds.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes (the funding and scope will be combined into the OR 217 project) OR217 is identified as an "Other NHS Routes" on the NHS.
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINED PROJECT
 Key 20474 Construction phase

Lead Agency: ODOT		Project Type:	Capacity		ODOT Key: 18841	
Project Name: OR217 Southbound: OR10 to OR99W	2	ODOT Type	Construction		MTIP ID: 70782	
		Performance Meas:	Yes		Status: 4	
		Capacity Enhancing:	No		Comp Date: 12/31/2022	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	Yes		RTP ID:	11986 11987
Short Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	OR210	On State Hwy Sys:	OR217		RFFA ID:	N/A
	9.16	Mile Post Begin:	1.77		RFFA Cycle:	N/A
	9.24	Mile Post End:	6.32	UPWP:	No	
	0.08	Length:	4.55	UPWP Cycle:	N/A	
	OR141	1st Year Program'd:	2014	Past Amend:	10	
	2.60	Years Active:	7	OTC Approval:	Yes	
	2.84	STIP Amend #: 18-21-3965		MTIP Amnd #: OC21-03-OCT		
Detailed Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841).						
STIP Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations.						

Last Amendment of Modification: Administrative - November, 2019 - AB20-03-NOV2 - PHASE FUND SHIFT Approximately \$5.5 million of Construction phase funding is shifted back to PE, ROW, and Other/Utility phases to address phase funding shortfalls. There is no change in the net total project cost which remains at \$134,200,840

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	MS30	2016		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2016		\$ 1,934,451				\$ 1,934,451
ADVCON	ACP0	2016		\$ 13,694,169				\$ -
AC-STBGS	ACP0	2016		\$ 9,285,444				\$ 9,285,444
REPURP	RPFO	2016		\$ 80,610				\$ 80,610
STBG-State	Z240	2016		\$ 4,312,696				\$ 4,312,696
ADVCON	ACP0	2019				\$ 672,975		\$ -
ADVCON	ACP0	2020			\$ 2,691,900			\$ -
AC-STBGS	ACP0	2020			\$ 2,691,900			\$ 2,691,900
STBG-State	Z240	2021					\$ 21,912,819	\$ -
STBG-State	Z240	2021					\$ 2,691,900	\$ 2,691,900
AC-HB2017	S070	2021					\$ 74,655,360	\$ -
AC-HB2017	S070	2021					\$ 95,875,023	\$ 95,875,023
								\$ -
							Federal Totals:	\$ 117,630,278
Federal Fund Obligations:				\$ 16,371,455				Federal Aid ID
EA Number:				PE002386		C1341504		S144(026)
Initial Obligation Date:				5/15/2014		5/2/2019		

State Funds								
State (AC)	Match	2016		\$ 1,503,000				\$ -
State (AC)	Match	2016		\$ 1,015,586				\$ 1,015,586
State (REP)	Match	2016		\$ 9,226				\$ 9,226
State (STBG)	Match	2016		\$ 493,607				\$ 493,607
State (AC)	Match	2019				\$ 77,025		\$ -
HB2017	S070	2019				\$ 50,000		\$ -
HB2017	S070	2019				\$ 800,000		\$ 800,000
State (AC)	Match	2020			\$ 308,100			\$ 308,100
State (STBG)	Match	2021					\$ 2,508,020	\$ -
State (STBG)	Match	2021					\$ 308,100	\$ 308,100
State (AC)	Match	2021					\$ 8,544,640	\$ -
State (AC)	Match	2021					\$ 10,973,325	\$ 10,973,325
BIKEWAYS	S080	2021					\$ 1,968,019	\$ 1,968,019
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 15,875,963
Local Funds								
Local	Match	2016		\$ 63,969				\$ 63,969
Other	Match	2016		\$ 3,046,158				\$ -
Other	OVM	2021					\$ 2,000,000	\$ 2,000,000
								\$ -
							Local Total	\$ 2,063,969
Phase Totals Before Amend:	\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 109,620,839	\$ 134,420,840		
Phase Totals After Amend:	\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 113,816,367	\$ 138,616,368		
Year Of Expenditure (YOE):							\$	138,616,368

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost increase of \$4,195,528 = 3.1%
- . OTC approval was required to move forward with the combination effort involving Keys 20474 and 18841.

Amendment Summary:

The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.

- > Will Performance Measurements Apply: Yes - Safety & ITS

RTP References:

- > RTP ID:
 - 11986: OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
 - 11987: OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)
- > RTP Description: Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. Construction Phase
- > Exemption Status: Project is not exempt and is considered a capacity enhancing improvement project per 40 CFR 93.126. The project has been modeled for air conformity and transportation mobility impacts
- > 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:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > 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 - OR217 is identified as an "OtherNHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT PROJECT
Split Cons phase and funding off and
combine into Key 20411

Lead Agency: ODOT		Project Type:	Bridge	ODOT Key:	21218
Project Name: I-5: Boone (Willamette River) Bridge	3	ODOT Type	Bridge	MTIP ID:	71049
		Performance Meas:	Yes	Status:	4
		Capacity Enhancing:	No	Comp Date:	N/A
		Conformity Exempt:	Yes	RTP ID:	12094
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		On State Hwy Sys:	I-5	RFFA ID:	N/A
Short Description: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.		Mile Post Begin:	283.00	RFFA Cycle:	N/A
		Mile Post End:	283.22	UPWP:	No
		Length:	0.22	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	2
		Years Active:	3	OTC Approval:	Yes
		STIP Amend #: 18-21-3928		MTIP Amnd #:	OC21-03-OCT
Detailed Description: On I-5 at MP 283.0 to 283.2 in Wilsonville at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.					
STIP Description: Place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.					

Last Amendment of Modification: Administrative - AB19-18-JUL2, July 2019. STIP Re-Balancing Amendment - Cost Increase: Add a construction phase with ADVCON funds in FY 2021 at \$2,951,040. Add match. Construction phase totals at \$3,200,000 with TPC at \$3,450,000.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1	2018		\$ 230,550				\$ 230,550
NHPP	MOE1	2021					\$ 2,951,040	\$ -
								\$ -
							Federal Totals:	\$ 230,550
Federal Fund Obligations:				\$ 230,550				Federal Aid ID
EA Number:				PE002922				S001(520)
Initial Obligation Date:				3/15/2018				
State Funds								
State	Match	2018		\$ 19,450				\$ 19,450
State	Match	2021					\$ 248,960	\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 19,450
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ 3,200,000	\$ 3,450,000
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Year Of Expenditure (YOE):								\$ 250,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding and phase combining action into 20411

Amendment Summary:

The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411. K21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

- > Will Performance Measurements Apply: Yes - ITS

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 - Pavement resurfacing and/or rehabilitation.
- > 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:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > State = General state funds provided by ODOT part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COMBINE PROJECT**
Combine funds split off Key 21218

Lead Agency: ODOT		Project Type:	O&M		ODOT Key: 20411
Project Name: I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.	4	ODOT Type	Resurface		MTIP ID: 70968
		Performance Meas:	Yes		Status: 4
		Capacity Enhancing:	No		Comp Date: 6/30/2022
		Conformity Exempt:	Yes		RTP ID:
		On State Hwy Sys:	I-5		RFFA ID:
		Mile Post Begin:	283.21 283.00		RFFA Cycle:
		Mile Post End:	288.53		UPWP:
		Length:	5.32 5.53		UPWP Cycle:
		1st Year Program'd:	2019		Past Amend:
		Years Active:	2		OTC Approval:
STIP Amend #: TBD					MTIP Amnd #: OC21-03-OCT
Detailed Description: None ADD --> In the Wilsonville and Tualatin area, on I-5 from I-205 IC to Boone Bridge from MP 283.0 to MP 288.53, remove and replace asphalt surface to repair pavement ruts and damage from vehicles, including the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Impacted bridges: 17995, 17996, 02254A, 09743, 09743A, 09743B, and 09743C					
STIP Description: Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.					

Last Amendment of Modification: Administrative - July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cost Increase/Description Update: Modify short description to include bridge references. Increase PE with added NHPP for a PE total of \$975,577. Increase construction added NHPP for a revised Cons total of \$9,010,703. TPC increases to \$9,986,280. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1 Z001	2019		\$ 899,677				\$ 899,677
NHPP	Z001	2021					\$ 8,309,670	\$ -
NHPP	Z001	2021					\$ 7,626,850	\$ 7,626,850
AC-NHPP (92.22%)	ACPO	2021					\$ 3,799,856	\$ 3,799,856
								\$ -
							Federal Totals:	\$ 12,326,383
Federal Fund Obligations:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2019		\$ 75,900				\$ 75,900
State (NHPP)	Match	2021					\$ 701,033	\$ -
State (NHPP)	Match	2021					\$ 643,428	\$ 643,428
State (AC)	Match	2021					\$ 320,569	\$ 320,569
ODOT State funds are committed as part of the required match							State Total:	\$ 1,039,897
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 9,010,703	\$ 9,986,280
Phase Totals After Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 12,390,703	\$ 13,366,280
Year Of Expenditure (YOE):								\$ 13,366,280

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.
- > MP limits expand by 0.21 miles as a result of the project combining action.
- > Cost change increase project by \$3,380,000 from \$9,986,280 to \$13,366,280 which equals a 34.85% increase, but represents existing funds from Key 21218.

Amendment Summary:

The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.

- > Will Performance Measurements Apply: Yes - Safety

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 - Pavement resurfacing and/or rehabilitation.
- > 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:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > AC-NHPP = Federal Advance Construction placeholder fund code used until the final federal fund code is determined. AC-NHPP anticipates that federal NHPP funds will be the conversion code.
- > State = General state funds provided by ODOT part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add New 2019 HIP Fund Exchange

Lead Agency: TriMet		Project Type:	Transit		ODOT Key:	New
Project Name: Preventative Maintenance (2019 HIP Fund Exchange)	5	ODOT Type	TBD		MTIP ID:	New
		Performance Meas:	Yes		Status:	T22
		Capacity Enhancing:	No		Comp Date:	8/31/2022
		Conformity Exempt:	Yes		RTP ID:	11335
Project Status: T22 = Programming actions in progress or programmed in current MTIP		On State Hwy Sys:	No		RFFA ID:	N/A
Short Description: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)		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:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	OC21-03-OCT
Detailed Description: Per Metro IGA 936755, Metro's \$7,305,682 FY 2019 HIP allocation has been converted to STBG-U funds and is being fund exchanged with TriMet for local funds. \$3,305,682 is being applied to preventative maintenance needs with the remaining \$4 million committed to the MAX Red Line Extension project. Obligation shelf-life is present with a NLT obligation date of September 2022.						
STIP Description: TBD						
Last Amendment of Modification: None. Initial programming being completed through this formal amendment						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	2230	2021					\$ 3,305,682	\$ 3,305,682
							\$	-
							\$	-
							Federal Totals:	\$ 3,305,682
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								
TriMet GF	Match	2021					\$ 378,350	\$ 378,350
							\$	-
Match requirement = 10.27%							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,684,032	\$ 3,684,032
Year Of Expenditure (YOE):								\$ 3,684,032

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.
- > New project based on approved IGA 936755.

Amendment Summary:

The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - (1) Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) and (2) rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1 - 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:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > TriMet GF = Local funds specifically provided by TriMet 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: No

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 6, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: October 2020 MTIP Formal Amendment & Resolution 20-5130 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING OR ADDING NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING ODOT AND TRIMET (OC21-03-OCT)

BACKGROUND

What This Is:

The October 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5130 and being processed under MTIP Amendment OC21-03-OCT.

What is the requested action?

TPAC received their notification on Friday, October 2, 2020 and approved their recommendation to JPACT for approval of Resolution 20-5130 and to Metro Council consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT.

Proposed October 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC21-03-OCT Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20474	71002	ODOT	Region wide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1	<u>SPLIT PROJECT:</u> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is split off from Key 20474 and combined into Key 18841 (also included this amendment bundle.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 18441	70782	ODOT	OR217: OR10 to OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	COMBINED PROJECT: The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements.
Project #3 Key 21218	71049	ODOT	I-5: Boone (Willamette River) Bridge	On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.	SPLIT PROJECT: The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.
Project #4 Key 20411	70968	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	Remove and replace asphalt surface to repair rutted pavement. Includes driving surface on bridges #17096, #17096, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.	COMBINED PROJECT: The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.
Project #5 Key NEW - TBD	TBD	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	\$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)	ADD NEW PROJECT: The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange

TPAC Discussion Addendum:

TriMet's new Preventative Maintenance project with \$3.3 million of STBG being added as part of the October 2020 Formal MTIP Amendment Bundle will require a final modification to its short and long description in the MTIP. Approval of the 2021-24 MTIP and STIP included a transit finding involving project descriptions. The specific finding is stated below:

"STIP project titles, descriptions, or other project information can be vague, incorrect, or lack sufficient detail for USDOT to approve the project for inclusion in the STIP without additional clarifying information".

The finding specifically targets transit Preventative Maintenance type project which utilize federal funds for various eligible repair and maintenance areas. FTA requires additional preventative maintenance details incorporated into the project description. Metro is working with TriMet to adjust the final project description for submission to FTA for approval. While not yet determined, the final description will identify target areas where can and will be used, but not overly restrictive to limit the funding use. A soft example of the modified description will look something like the following:

Metro 2019 HIP fund exchange with TriMet supporting preventative maintenance needs (IGA# 936755) such as Regular bus and vehicle maintenance and repairs, MAX system track maintenance, MAX system cabs and cars ongoing maintenance, Bus facility and MAX station required maintenance, Park-n-Ride facility maintenance, etc.

The project description will be modified in time to ensure FTA will approve the project as part of the October 2020 Formal MTIP Amendment Bundle.

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

Project 1: Region Wide ITS Improvements and Upgrades	
Lead Agency:	ODOT
ODOT Key Number:	20474 MTIP ID Number: 71002
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1 Source: Existing project. Funding: The awarded source of funding for the project is from ODOT and contains federal funds Project Type: Transportation System Management & Operations (TSMO)/Intelligent Transportation System project Location: Region 1 – region-wide 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: 18-21-3965 MTIP Amendment Number: OC21-13-OCT
What is changing?	<p>AMENDMENT ACTION: SPLIT PROJECT (Combine into Key 18841)</p> <p>The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the</p>

	facilities without requiring lane closures. The Preliminary Engineering (PE) phase remains here with the contraction phase combined into Key 18841.
Additional Details:	The combining effort will also result in adding an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.
Why a Formal amendment is required?	The splitting and combining action results in the cancellation of the construction phase to Key 20474 leaving only the PE phase programmed. Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling the construction from a project requires a full/formal amendment.
Total Programmed Amount:	The project decrease from \$1,746,000 to \$339,312 as a result of splitting the construction phase and moving it to Key 18841.
Added Notes:	

Project 2: OR217: OR10 to OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143). Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841). Source: Existing project. Funding: The project contains multiple federal fund types including Highway Safety Improvement Program (HSIP), State Surface Transportation Block Grant (STBG), Repurposed Earmark funds, HB2017, State Bikeways funds, and local funds. Project Type: Capacity Enhancing capital improvement type project and includes ITS improvements Location: OR 217, or 210, and OR 141 Cross Street Limits: Multiple Overall Mile Post Limits: - OR141: 2.60 to 2.84

	<ul style="list-style-type: none"> - OR210: 9.16 to 9.24 - OR217: 1.77 to 6.32 • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3965 • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>As stated for Key 20474, combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.</p> <p>The funds will also add an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.</p> <p>The additional Bike/Ped Program funding will fully fund bike/pedestrian safety improvements along Hall Blvd. This critical system connectivity improvement will widen the Hall Blvd-OR217 overcrossing 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Blvd.</p> <p>The additional Bridge Program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the bridge work.</p>
Additional Details:	See OTC Staff Report for additional details
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix,
Total Programmed Amount:	The total de-programming to Key 18841 increases by \$4,195,528 (3.1%) from \$134,420,840 to \$138,616,368.
Added Notes:	<p>OTC approval was required as part of this amendment. Included attachments with this project are as follows:</p> <ul style="list-style-type: none"> • Key 18841/20474 OTC Staff Letter • Project Location Maps

Project 3:	I-5: Boone (Willamette River) Bridge
Lead Agency:	ODOT

ODOT Key Number:	21218	MTIP ID Number:	71049
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface. Source: Existing project Funding: The project includes federal National Highway Performance Program funds. Project Type: Bridge Operations and Maintenance Location: On I-5 Cross Street Limits: At the Boone Bridge over the Willamette River Mile Post Limits: MP 283.0 to MP 283.22 Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3928 MTIP Amendment Number: OC21-03-OCT 		
What is changing?	<p>AMENDMENT ACTION: SPLIT PROJECT</p> <p>Key 21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. The PE phase is left programmed in Key 21218.</p>		
Additional Details:	The construction phase and funding is shifted to Key 20411.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the split and combining effort results in a significant scope change which requires a formal/full amendment		
Total Programmed Amount:	The total programmed amount decreases from \$3,450,000 to \$250,000.		
Added Notes:	OTC approval was required. A copy of the OTC Staff Report is included as an attachment.		

Project 4:	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge		
Lead Agency:	ODOT		
ODOT Key Number:	20411	MTIP ID Number:	70968
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Remove and replace asphalt surface to repair rutted pavement, Includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes 		

	<p>the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.</p> <ul style="list-style-type: none"> • Source: Existing project • Funding: The project includes federal National Highway Performance Program funds. • Project Type: Operations and Maintenance (O&M) Resurfacing project • Location: I-5 • Cross Street At the Willamette River Bridge • Overall Mile Post Limits: 283.0 to 288.53 • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3928 • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: COMBINE PROJECT</p> <p>Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from a deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations. Seismic retrofit will be completed as a future project once a long term solution has been identified to provide additional capacity over the Willamette River in this location. This constitutes a major scope change and triggers a full STIP amendment.</p>
Additional Details:	<p>Two of the bridges within the limits of K20411 (bridge IDs 09743B and 09743C) currently have a rail height of 32". The overlay would reduce the height to 31". For a low cost (\$180,000), the bridge rails on this high use interchange can be retrofitted to gain acceptable rail height and improve safety. Work can be completed while the ramp bridges are closed for other work on the ramps and bridges.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the combination effort has resulted in a significant scope change which requires a formal/full amendment</p>
Total Programmed Amount:	<p>The project increases by \$3,380,000 from \$9,986,250 to \$13,366,280.</p>
Added Notes:	<p>OTC approval was required. Attachments supporting this include:</p> <ul style="list-style-type: none"> - OTC Staff Report - Project location maps

Project 5:	Preventative Maintenance (2019 HIP Fund Exchange) (New Project)		
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755) 		

	<ul style="list-style-type: none"> • Source: New project • Funding: The project includes federal Surface Transportation Block Grant (STBG-U) allocated to Metro • Project Type: Transit • Location: N/A • Cross Street Limits: N/A • Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. TriMet is providing the local match (10.27%) to the exchanged STBG-U funds. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.</p>
Additional Details:	See attached IGA for additional details. The purpose of the Metro-TriMet fund exchange allows Metro to receive additional local funds which can be leveraged more efficiently towards MPO related activities (e.g. planning projects) than federal funds offer.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$3,684,032.
Added Notes:	A copy of the approved IG is included for reference.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- 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:

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- 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 October 2020 Formal MTIP amendment (OC21-03-OCT) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	September 28 , 2020
● TPAC notification and approval recommendation.....	October 2, 2020
● JPACT approval and recommendation to Council.....	October 15, 2020
● Completion of public notification process.....	October 27, 2020
● Metro Council approval.....	October 29, 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.....	November 2, 2020
● Submission of the final amendment package to USDOT.....	November 3, 2020
● ODOT clarification and approval.....	Mid - November, 2020
● USDOT clarification and final amendment approval.....	Late November, 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, plus implement and deliver the projects.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC received their notification on Friday, October 2, 2020 and approved their recommendation to JPACT for approval of Resolution 20-5130 and to Metro Council consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT.

Attachments:

1. OTC Staff Report (for Keys 20474, 18841, 21218 & 20411)
2. Project Location Maps (for 18841/20474 and 20411/21218)
3. Copy of Metro-TriMet IGA #936755



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: July 1, 2020

TO: Kristopher W. Strickler
Director

Attachment 1: OTC Staff Report (for Keys
20474, 18841, 21218 & 20411)

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project by \$4,195,528.

The additional funding comes from the following sources:

- The *Regionwide intelligent transportation systems improvements and upgrades* project (\$1,406,688)
- The pedestrian/bicycle program (\$1,168,019)
- The fix-it statewide bridge program (\$1,620,821)

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Oregon 217: Oregon 10 – Oregon 99 West	\$134,420,839.16	\$138,616,367.16
Regionwide intelligent transportation systems improvements and upgrades	\$1,746,000	\$339,312
Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019	\$1,286,309.70	\$118,290.70
Fix-It Statewide Bridge program savings	\$1,620,821	\$0
TOTAL	\$139,073,969.86	\$139,073,969.86

Project to increase funding

Oregon 217: Oregon 10 – Oregon 99 West (KN 18841)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2014	\$21,000,000.22	\$21,000,000.22
Right of Way	2020	\$3,000,000	\$3,000,000
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$109,620,838.94	\$113,816,366.94
Other	2019	\$800,000	\$800,000
TOTAL		\$134,420,839.16	\$138,616,367.16

Projects to decrease funding

Regionwide intelligent transportation systems improvements and upgrades (KN 20474)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2020	\$174,600	\$339,312
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$1,571,400	\$0
TOTAL		\$1,746,000	\$339,312

Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019 (KN 20385)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2020	\$1,286,309.70	\$118,290.70
TOTAL		\$1,286,309.70	\$118,290.70

Background:

The *Oregon 217* project adds auxiliary lanes on northbound Oregon 217 from Oregon 99 West to Greenburg Road and on southbound Oregon 217 from Oregon 10 to Oregon 99 West to improve operations and safety. In addition, the project is improving bicycle and pedestrian connectivity throughout the corridor by closing gaps in the network with added bike lanes on local streets and overcrossing and new sections of trail to provide better North/South connections. In cooperation with the City of Beaverton and Washington County, Oregon Department of Transportation (ODOT) is contributing project funds to already programmed local projects to pay for required off-system improvements to be delivered by project partners at a cost savings to both agencies.

The project also includes creating a southbound frontage road as recommended in the Corridor Bottleneck Operations Study (CBOS) report to improve operations and safety by eliminating merging and weaving in the very short distance between the Allen Boulevard and Denney Road interchanges.

The requested amendment to incorporate funds from the *Regionwide intelligent transportation systems improvements and upgrades* project will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The funds will also add an automated traffic recording station. Highway 217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger project ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining *Regionwide intelligent transportation systems improvements and upgrades* project funds will be used to complete design of high priority intelligent transportation systems improvements to be constructed in the next STIP cycle.

The additional state-wide bicycle and pedestrian funding is being requested to add bicycle and pedestrian safety improvements along Hall Boulevard and will leverage an additional \$2,000,000 from our project partners Washington County (\$1,000,000) and the City of Beaverton (\$1,000,000). This critical system connectivity improvement will widen the Hall Boulevard over-crossing of Highway 217 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Boulevard.

Lastly, ODOT Bridge has asked Region 1 to incorporate bridge rail retrofit work at the Allen Boulevard and Denny Road interchanges, originally scoped for the 2018-2021 STIP, into the *Oregon 217* project. The additional Bridge program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the added work.

Options:

With approval, this project will move forward with all of the described improvements.

Without approval, the above mentioned safety and multi-modal features will not be included in this project.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Rian Windsheimer	Tova Peltz
Mandy Putney	Kelly Martin	Matt Freitag	Hideto Moriyasu
Kate Freitag	Talena Adams	Gabriela Garcia	Jessica Horning
Bert Hartman	Rachelle Nelson	Hope Derrickson	

COORDINATION SHEET

(If question does not apply to your item, please put N/A)

SUBJECT: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

PRODUCT DRAFTER: Kelly Martin, Matt Freitag, Rian Windsheimer

PRESENTER(S) and TITLE(S): N/A

AGENDA PLACEMENT: N/A

TIME REQUESTED: N/A

RELATED RULES/STATUTES: N/A

AGENDA MATERIALS:

Below are suggested items to be included with agenda materials, if an item is not applicable put N/A.
(If you have documents not enclosed, add the name of document and when it will be ready.

- Cover letter title: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.
- Attachment 1-title: 18841_Loc
- Attachment 2-title: 18841_Vic

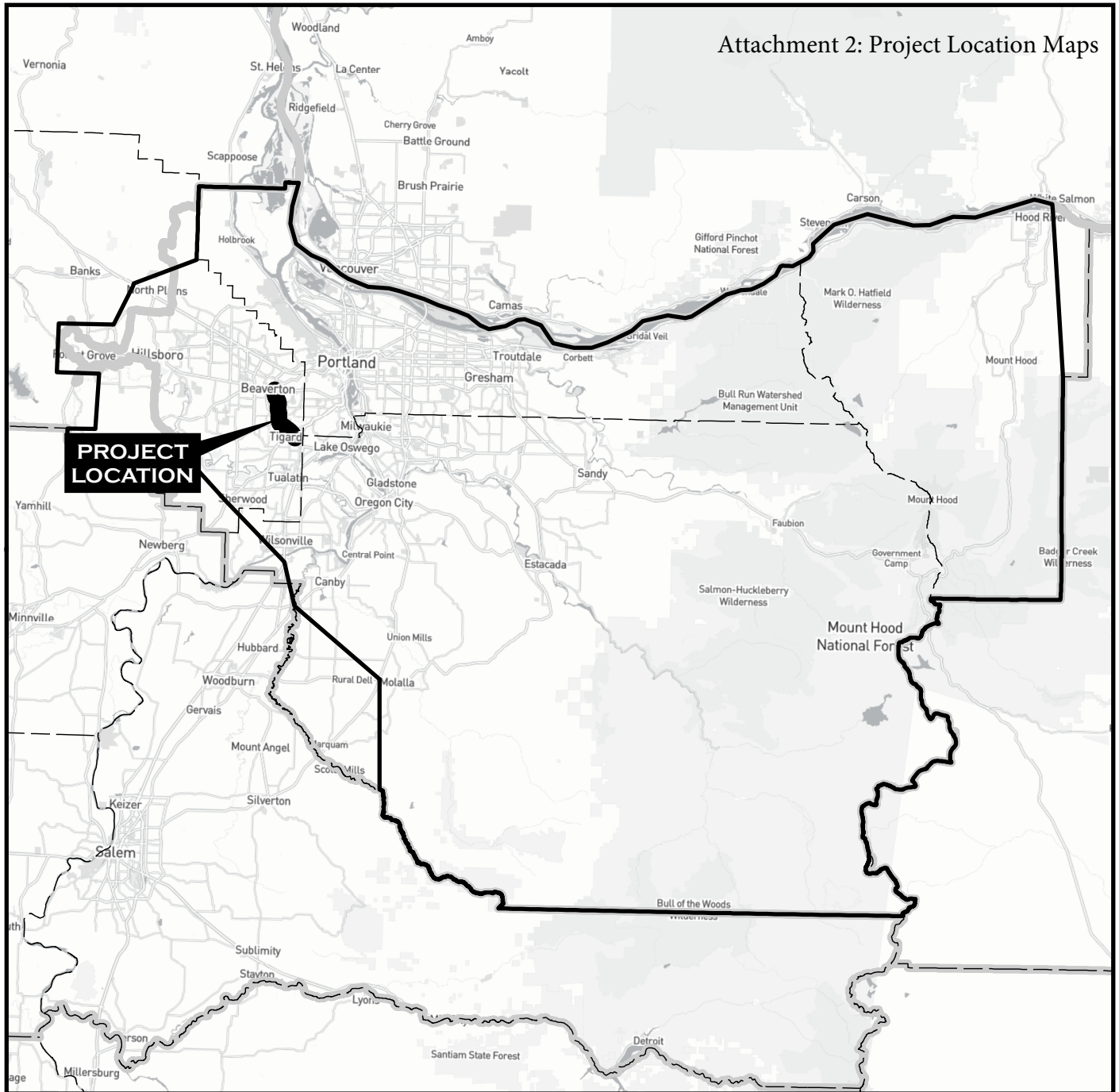
Required	Position	Name	Date
Always	Division/Deputy Administrator /Region Manager	Rian Windsheimer	6/24/20
When applicable:	Legal Counsel		
For all Highway Items	Active Transportation		

*****All materials must be approved by either a Division Administrator or Region Manager prior to submission to the OTC staff at OTCAdmin@odot.state.or.us or [ODOT Hwy OTC AgendaItems@odot.state.or.us](mailto:ODOT_Hwy_OTC_AgendaItems@odot.state.or.us) if a Highway related item.*****

STIP PROJECT VICINITY

ODOT REGION 1

Attachment 2: Project Location Maps



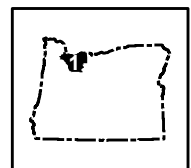
OR217: OR10 - OR99W
KEY NO. 18841

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



0 10
Miles

PRODUCED BY ODOT - GIS UNIT
 (503) 986-3154 - GIS NO. 23-52

DATE: 8/13/2019

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_19_MAPS

STIP PROJECT LOCATION

ODOT REGION 1

Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Washington

CITY: Tigard/Beaverton

OR217: OR10 - OR99W
KEY NO. 18841



STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - GIS NO. 23-52

DATE: 8/13/2019

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_19_MAPS

"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."

STIP PROJECT VICINITY

ODOT REGION 1

Attachment 2: Project Location Maps



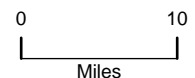
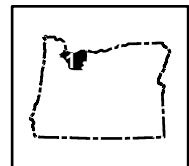
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



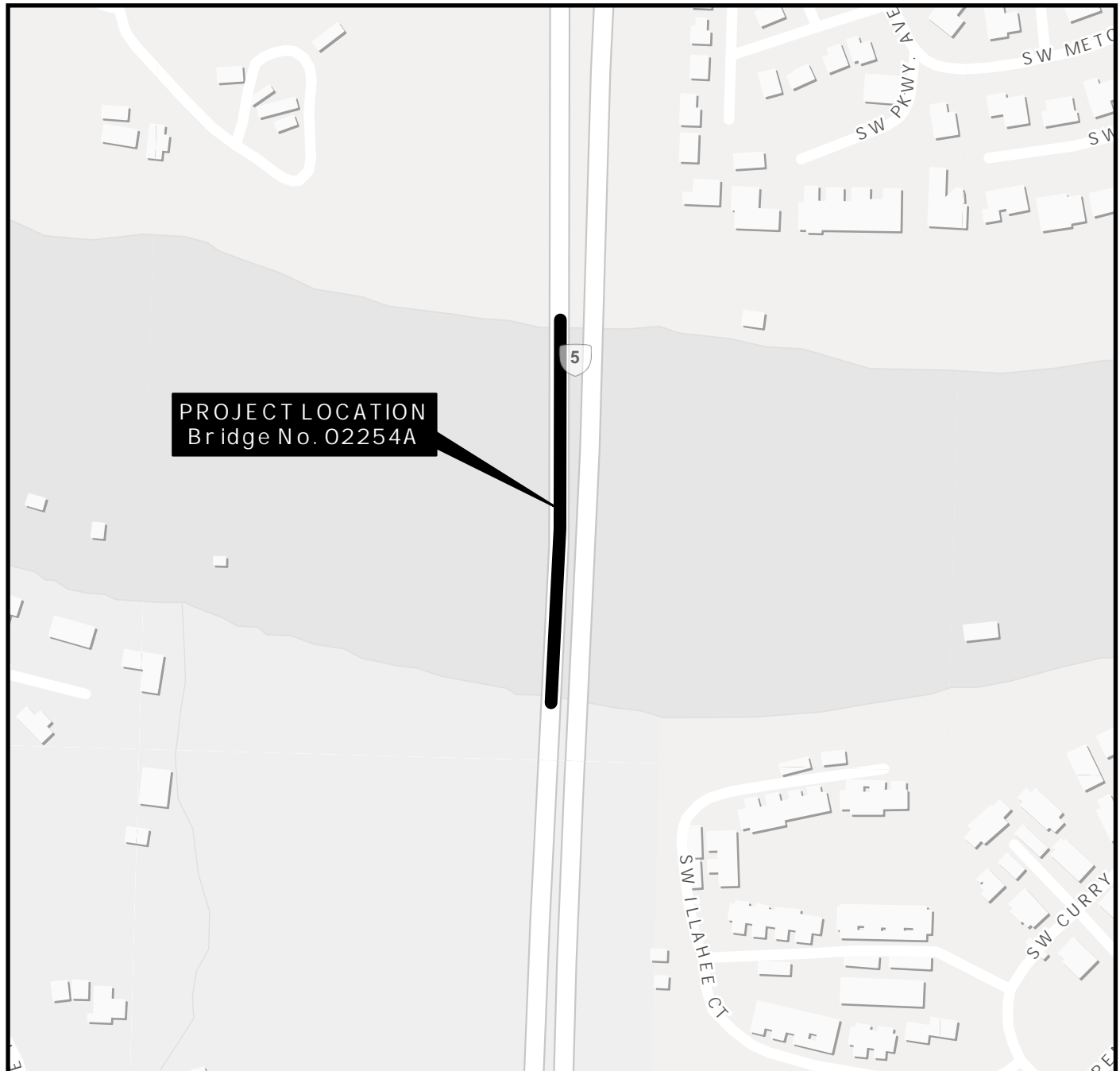
PRODUCED BY ODOT - GIS UNIT
ODOT.maps@odot.state.or.us
GIS NO. 23-52

DATE: 9/15/2020

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_20_MAPS

STIP PROJECT LOCATION

ODOT REGION 1 Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Clackamas

CITY: Wilsonville

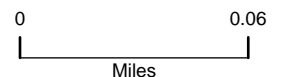
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - GIS NO. 23-52
ODOT.maps@odot.state.or.us

DATE: 9/15/2020

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_19_MAPS

STIP PROJECT VICINITY

ODOT REGION 1

Attachment 2: Project Location Maps



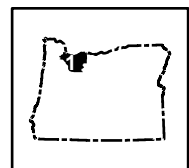
I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



0 10
Miles

PRODUCED BY ODOT - GIS UNIT
ODOT.maps@odot.state.or.us
GIS NO. 23-52

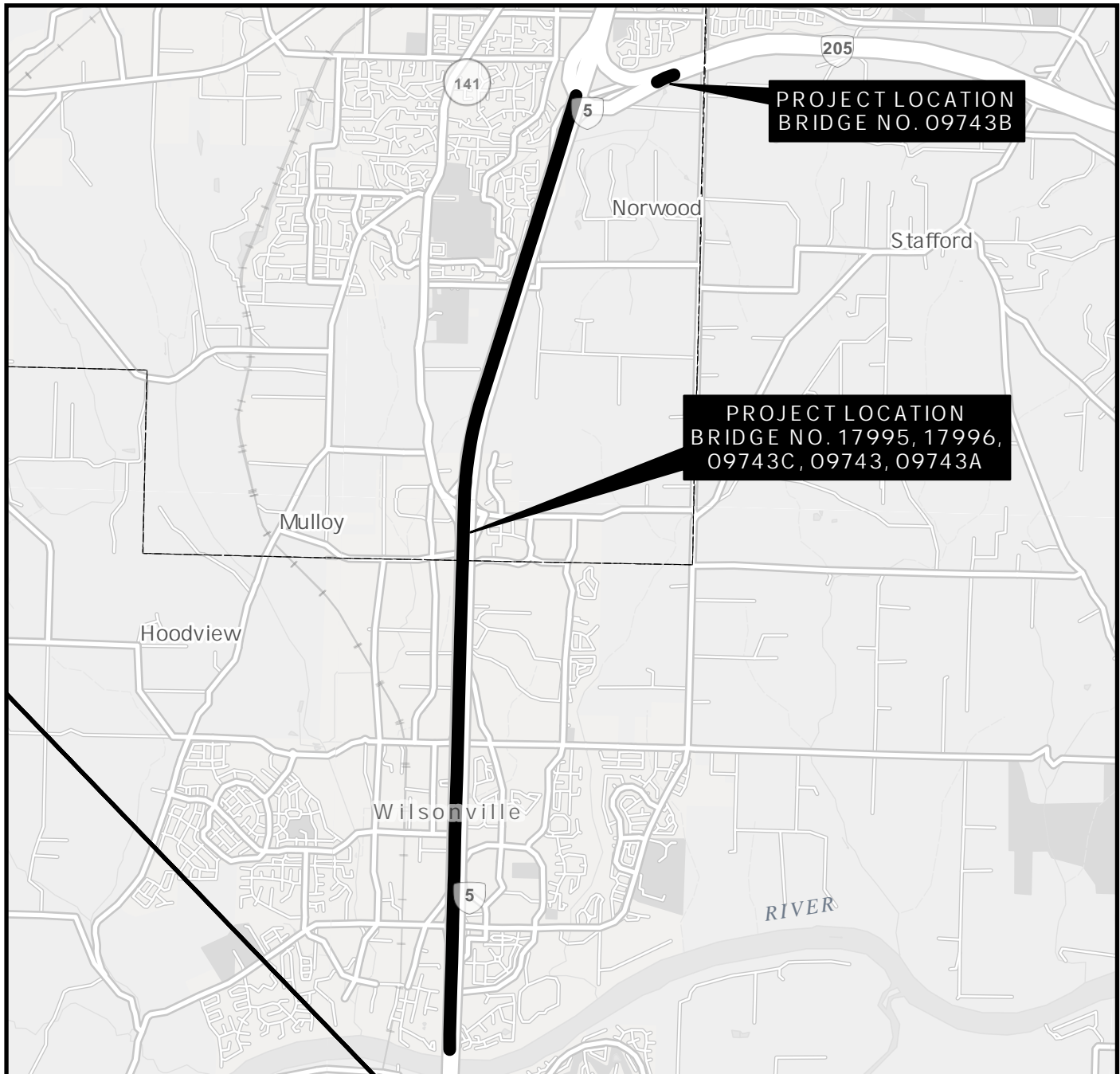
DATE: 9/15/2020

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_20_MAPS

STIP PROJECT LOCATION

ODOT REGION 1

Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Clackamas / Washington

CITY: Wilsonville / Tualatin

I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - GIS NO. 23-52
ODOT.maps@odot.state.or.us

DATE: 9/15/2020

\\gis_resources\giswork\GIS23_52_OTC_maps_and_graphics\OTC_MAPS\OTC_19_MAPS



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

Project: Metro and TriMet Bi-Directional Funding Agreement

This Intergovernmental Agreement (Agreement) is by and between Metro, a municipal corporation and political subdivision of the State of Oregon (Metro), and the Tri-County Metropolitan Transportation District of Oregon (TriMet).

Background

Metro is the federally mandated metropolitan planning organization (MPO) designated by the Governor to develop an overall transportation plan for the region. The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation money is spent in the Portland metropolitan area. It also documents state- and locally-funded projects that may significantly affect the region's air quality. As the MPO for the Portland region, Metro is required to prepare the MTIP documenting funded projects scheduled for the next four years.

TriMet is a mass transportation district organized under ORS Chapter 267 that provides transportation services in Clackamas, Multnomah, and Washington Counties. TriMet is a municipal corporation of the State of Oregon and a public body.

Highway Infrastructure Program (HIP) funds are federal transportation funds. The HIP funds were apportioned to the states in March 2019. Oregon's total HIP funds apportionment is approximately \$34.7 million dollars. Out of this total, a portion of the HIP funds were allocated to the MPOs with a population of more than 200,000 people. Metro received a HIP fund award authority of \$7,305,682 million dollars. These HIP funds may be used only for the construction of highways, bridges, and tunnels. Planning is not an eligible activity. HIP funds must be obligated by September 30, 2022.

The Oregon Department of Transportation has several projects eligible for HIP funds and can be obligated in the timeframe required. ODOT agreed to exchange Metro's HIP fund award authority for Surface Transportation Block Grant (STBG) funds. ODOT will complete the exchange of HIP funds for STBG funds as an administrative matter and approval from the MPO is not needed. ODOT intends to apply the HIP funds to the Highway 217 project. STBG funds are one of two federal grant programs that fund the Regional Flexible Fund program. These funds may be used for a wide range of projects, including to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects

Upon review of projects eligible for STBG funds, TriMet's MAX Redline Extension and Reliability Improvement Project ("the MAX Red Line Project") and the Annual Preventive Maintenance Program ("the Maintenance Program") for the light rail system emerged as the best candidates for funding. The MAX Red Line Project has a mix of speed, reliability, and service extension components and the ability to further attract and leverage funds from the Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) program. The Maintenance Program will conduct necessary rail maintenance to ensure the safe operation of the system and facilitate system expansion. Both the MAX Red Line Project and the Maintenance Program are appropriate for the use of \$7,305,682 in STBG funds because they are of regional scale and will be expended by the original HIP funding obligation deadline. Both are consistent with the long-range Statewide Transportation and Metropolitan Transportation Plans.

Metro has agreed to take all necessary and appropriate steps to apply the \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program, including amending the 2018-2021 MTIP and State Transportation Improvement Program (STIP) to add the funds

The Portland metropolitan region has a list of implementation activities that require further transportation planning and project development. Application of federal funds to these projects may trigger additional planning or construction timing requirements that will impede progress on the projects. In exchange for Metro's programming and transfer of \$7,305,682 of the STBG funds to the MAX Red Line Project and the Maintenance Program, TriMet will transfer \$3,305,682 in unrestricted nonfederal funds to Metro. TriMet's transferred unrestricted funds may be used by Metro throughout the



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

region for regional transportation planning and project development activities. Metro will identify the type of activities for which it intends to use the funds in the amendments to the MTIP and the STIP.

Agreement

Pursuant to the above recitals, the authority granted in ORS Chapters 267 and 268 and the Metro Charter, and in recognition of the mutual interests of the parties and based upon the terms and conditions herein, the parties hereby mutually agree as follows:

1. TriMet Board Approval

No later than TriMet's March 2020 Board meeting, TriMet will seek Board approval of this Agreement and authorization of the transfer of the \$3,305,682 in unrestricted funds (referred to as Funds) to Metro. Upon authorization, TriMet will convey an initial Funds check for \$1,500,000 to Metro no later than 30 days after the TriMet Board has approved and authorized this Agreement and the transfer of the Funds. TriMet will convey a second Funds check for \$1,805,682 to Metro no later than 30 days after full reimbursement to TriMet in Fiscal Year 2021 for STBG eligible project expenses related to the Maintenance Program.

2. Transfer of STBG Funds to TriMet

Upon approval of the MTIP amendment related to the Maintenance Program, Metro and TriMet will work cooperatively to facilitate a flex transfer of \$3,305,682.00 in STBG funds from FHWA to FTA. After the flex transfer is complete, TriMet will seek a grant applying the FTA STBG funds to the Maintenance Program. TriMet will inform Metro immediately if the request for STBG funds to reimburse work for the Maintenance Program is not successful. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism. Metro will take all the necessary steps to facilitate the approval of the MTIP amendment related to the MAX Red Line Project and the Maintenance Program. As soon as practicable after such approval, and within TriMet's Fiscal Year 2021, Metro shall take all necessary and appropriate actions to facilitate the transfer of \$7,305,682 in STBG funds from Metro to TriMet.

3. Obligation and Transfer of Funds

In furtherance of Metro's and TriMet's goal of making TriMet's unrestricted funds available for regional transportation planning and project development activities, Pursuant to the TriMet Board's approval as described in paragraph 1, TriMet will convey two separate checks, for a total of \$3,305,682 in unrestricted funds ("the Unrestricted Funds").

TriMet will be responsible for any required matching funds on the MAX Red Line Project.

If Metro fails to successfully program the \$7,305,682 in STBG funds to TriMet during Fiscal Year 2021, TriMet and Metro will jointly determine the disposition of any remaining unobligated funds and seek to program alternative funds to address the shortfall to TriMet.

TriMet must address the checks to Metro and send the checks to the following location with a letter identifying Metro Account 414500 and Fund 141:

Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

The parties may agree to modify these deadlines.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

4. Metro Obligations

Metro will take all steps necessary and appropriate to support two separate MTIP amendments that reprograms \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program as follows:

- MAX Red Line Project - \$4,000,000
- Maintenance Program - \$3,305,682

TriMet will inform Metro of any assistance needed to facilitate TriMet Board approval required by Section 1 of this Agreement. Metro will make a reasonable effort to assist TriMet based on TriMet's identified needs.

The anticipated schedule for the MTIP and STIP amendments is as follows:

- MAX Red Line Project - Spring 2020 with completion by late spring 2020 (with a 2021 key code)
- Maintenance Program – Spring 2020, after the execution of this Agreement (with a 2021 key code)

Metro will take all necessary and appropriate steps to facilitate the flex transfer of STBG funds to TriMet in order for TriMet to draw the funds in FY2021. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism.

5. TriMet Obligations

TriMet will take all steps necessary to secure TriMet Board authorization to approve this Agreement and the timely transfer of the \$3,305,682 Unrestricted Funds to Metro as described above. TriMet affirms that the action identified above is the only approval needed from TriMet's Board to implement this Agreement.

TriMet will support Metro and take necessary steps to facilitate the MTIP and STIP amendments.

TriMet will use \$4,000,000 for design of the Red Line Project and are programming funds to be spent in Fiscal Year 2021.

TriMet affirms in good faith that the Unrestricted Funds transferred to Metro may be used for regional transportation planning and project development activities, including without limitation studies and design work.

TriMet does not object to Metro's use of certain percentages of the Unrestricted Funds for Metro's administrative cost fee, set forth in section 6 below.

TriMet will notify Metro of excess funds per Section 7 of this Agreement.

6. Metro's Use of Exchanged TriMet Unrestricted Funds

Metro in its sole discretion will determine how to use the Unrestricted Funds transferred from TriMet to support regional transportation planning and project development activities throughout the region. These activities may include, but are not limited to an allocation for the planning, feasibility, and project development of projects for the 2020 Regional Investment Measure or the implementation of Chapter 8 of the 2018 Regional Transportation Plan (RTP). Consistent with these purposes, Metro may at any time identify authorized use of funds.

Metro will retain any interested accrued on the Funds.

Metro shall affirm that TriMet funds were expended for authorized purposes.


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

7. Excess Funds

With regard to the funding allocated within this agreement for the Red Line Project: If TriMet fails to start or complete the MAX Red Line Project, or completes the MAX Red Line Project without expending all the STBG funds received from Metro, any remaining STBG funds will be considered to be excess funds. TriMet and Metro will jointly determine the disposition of any unobligated funds and seek appropriate MTIP amendments to reprogram the funds. The reprogramming of excess funds may be done as an administrative MTIP amendment or may require JPACT and Metro Council approval of a formal amendment.

With regard to the funding allocated within this agreement to the Maintenance Program: If TriMet fails to start or complete the Maintenance Program, or completes the Maintenance Program without expending all the funds, Metro and TriMet will work together to recommend a process to be used for reallocating the excess funds to other regional projects. Based on the exchange of TriMet unrestricted funds for STBG funds, the expectation of the parties is to expend the excess funds on a TriMet project.

8. Separate Governments

The parties hereby agree and acknowledge that Metro and TriMet are separate and independent governmental bodies, and that the activities of one party, its officers, agents and employees do not constitute actions of the other party for any purpose whatsoever.

9. Mutual Indemnification

a) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, TriMet hereby agrees to indemnify and hold harmless Metro and its elected officials, officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of TriMet in performance of this Agreement.

b) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, Metro hereby agrees to indemnify and hold harmless TriMet and its officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of Metro in performance of this Agreement.

10. Termination for Cause

- a) Subject to the notice provisions set forth in Section 2 below, Metro may terminate this Agreement, in full or in part, at any time during the term of the Agreement if Metro reasonably determines that TriMet has failed to comply with any provision of this Agreement and is therefore in default.
- b) Before terminating this Agreement in accordance with Section 1 above, Metro will provide TriMet with written notice that describes the reason(s) that Metro has concluded that TriMet is in default and includes a description of the steps that TriMet must take to cure the default. From the date that such notice of default is received by TriMet, TriMet will have 30 days to cure the default. If the default is of such a nature that it cannot reasonably be cured within 30 days, TriMet will have such additional time as required to cure the default, as long as it is acting in a reasonable manner and in good faith to cure the default. In the event TriMet does not cure the default within the 30-day period, Metro may terminate all or any part of this Agreement, effective on any date that Metro chooses following the 30-day period. Metro will notify TriMet in writing of the effective date of the termination.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

- c) TriMet will be liable to Metro for all reasonable costs and damages incurred by Metro as a result of and in documentation of the default. Following such termination, should Metro later determine or a court find that TriMet was not in default or that the default was excusable (e.g. due to a labor strike, fire, flood, or other event that was not the fault of, or was beyond the control of, TriMet) this Agreement will be reinstated or the parties may agree to treat the termination as a joint termination for convenience.

11. Joint Termination for Convenience

Metro and TriMet may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision will be effective only upon the mutual, written termination agreement signed by both Metro and TriMet.

12. Venue and Jurisdiction

The site of this Agreement is Portland, Oregon, and any arbitration or litigation arising from it will be governed by the laws of the State of Oregon and subject to the jurisdiction of the Circuit Court for Multnomah County.

13. Non-Transferability

This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party.

14. Contacts

The Manager of this Agreement for Metro will be (until such time as the Chief Operating Officer may name a replacement):

Elissa Gertler
Planning and Development Director
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

With copy to:

Grace Cho
Senior Transportation Planner
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736
Grace.cho@oregonmetro.gov
503-797-1776

Any and all correspondence and reports must be addressed to the Manager.

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

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

The Project Coordinator of this Agreement for TriMet is:

Jeff Owen
Strategic Planning Coordinator
TriMet Public Affairs
1800 S.W. 1st Avenue, Suite 300
Portland, OR 97201
Email: OwenJ@trimet.org
Phone: 503-962-5854

Any and all correspondence and payments must be addressed to the Project Coordinator.

15. Compliance with Laws

Metro and TriMet must comply with all applicable federal, state, and local laws, rules, and regulations, and must award all contracts in accordance with these laws, including without limitation the provision required in public contracts under the Oregon Public Contracting Code.

16. Counterparts

This Agreement may be executed in multiple counterparts and each counterpart shall be deemed to be an original. The counterparts together will constitute a single binding agreement. The Parties may exchange counterparts by signed Portable Document Format (PDF) files sent by email.

17. Entire Agreement

Notwithstanding and succeeding any prior agreements or practices, this Agreement constitutes the entire agreement between the parties and may be only expressly modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates hereinafter indicated as follows.

Metro

DocuSigned by:

By: _____

Marissa Madrigal

60440B6B7AF9448...

Title: _____

COO

Date: _____

April 27, 2020

TriMet

By: _____

[Signature]

Title: _____

Ex. Dir. Public Affairs

Date: _____

4-21-2020

By: _____

[Signature]

Title: _____

Chief Financial Officer

Date: _____

3-16-2020

**4.2 Consideration of September 17, 2020 JPACT
Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 15, 2020



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

September 17, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Tim Knapp
Doug Kelsey
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Denny Doyle
Paul Savas
Nina DeConcini
Scott Langer
Temple Lentz
Chloe Eudaly
Rian Windsheimer
Carley Francis

AFFILIATION

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

MEMBERS EXCUSED

Temple Lentz
Karylenn Echols

AFFILIATION

Clark County
Cities of Multnomah County

ALTERNATES PRESENT

Jamie Kranz

AFFILIATION

Cities of Multnomah County

OTHERS PRESENT: Glen Bolen, Lucinda Broussard

STAFF: Margi Bradway, Carrie MacLaren, Nubia Milpas Martinez, John Mermin, Elizabeth Mros-O'Hara, and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:30 am.

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

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Doug Allen testified on the Metropolitan Transportation Improvement Program (MTIP) for the Portland Metropolitan Area. He shared concerns about Metro's involvement in the program as well as the proposed costs.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Chair Craddick expressed her condolences for everyone affected by the wildfires in Oregon. She introduced Margi Bradway to provide an update on recent fatalities caused by traffic accidents. Chair Craddick explained that these updates were a request from the Transportation Policy Alternatives Committee (TPAC).

Ms. Bradway shared the names and ages of victims of traffic accidents: Dylan, 27, Daquiri, 28, Troy, 55, Timothy, 44, Nolan, 67, and an unknown person. She noted that traffic accident updates would become a regular practice at JPACT meetings.

Chair Craddick welcomed Councilor Jamie Kranz and City Councilor Jerry Hinton

Mayor Tim Knapp spoke on a recent traffic fatality in the city of Gresham, the victim was an unnamed 16-year-old.

Commissioner Jessica Vega Pederson shared updates on the Earthquake Ready Burnside Bridge Project. She noted that the public comment period for the community advisory committee ended. She explained that 580 public comments were received, and the committee selected the Long Span Replacement option as the preferred alternative.

Commissioner Paul Savas expressed appreciation for the inclusion of recognizing traffic fatalities.

Rian Windsheimer expressed appreciation for the inclusion of recognizing traffic. He provided updates on the Statewide Transit Improvement Program (STIP) and MTIP.

Doug Kelsey shared an update on the Steel Bridge Project. He expressed appreciation for everyone involved in the project.

4. CONSENT AGENDA

MOTION: Commissioner Roy Rogers moved and Mayor Denny Doyle seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION AND ITEMS

5.1 Metro Jurisdictional Transfer Project Update

Chair Craddick introduced John Mermin, Metro staff, and Glen Bolen, Oregon Department of Transportation (ODOT) staff, to present on the Regional Framework for Highway Jurisdictional Transfer.

Key elements of the presentation included:

Ms. Bradway provided a brief background on the Highway Jurisdictional Transfer. Mr. Mermin provided an overview of the Highway Jurisdictional Transfer project. He stated that the updates sought to address safety and equity issues within the jurisdictional transfers, create a framework for regional action on jurisdictional transfer, and served as an opportunity to address issues related to classifications, cost estimates and mechanisms for transfer.

Mr. Bolen outlined the evaluation approach of the project. He explained that the approach consisted of technical evaluations and readiness evaluations. He reviewed the top 11 corridors based on the evaluations.

Mr. Bolen briefly listed components of the report: a policy framework, evaluation methodologies, findings, needs and deficiencies assessment, and a cost estimating methodology. He noted that the next steps of the report would be for JPACT and the Metro Council to accept the report and carry it forwards to the next Regional Transportation Plan update.

Member discussion included:

- Rian Windsheimer noted that two jurisdictional transfers were completed since the report was published.
- Commissioner Roy Rogers noted that Washington County had not agreed to take on Tualatin Valley Highway.
- Commissioner Jessica Vega Peterson expressed appreciation for the report and asked if the report would be shared with the Oregon state legislature.
- Commissioner Paul Savas emphasized the importance of considering freight movement throughout the region.

5.2 ODOT Tolling Project Update & Metro Regional Congestion Pricing Study Update

Chair Craddick introduced Elizabeth Mros-O'Hara, Metro staff, and Lucinda Broussard, ODOT staff, to present on the ODOT Tolling Project and the Metro Regional Congestion Pricing Study Update.

Key elements of the presentation included:

Ms. Mros-O'Hara reviewed the coordination efforts of the Regional Congestion Pricing Study. She stated the study goal: to understand how the region could use congestion pricing to manage traffic demand and climate goals without adversely impacting and potentially improving safety and equity. She noted that the pricing study arose from the Regional Transportation Plan.

Ms. Mros-O'Hara outlined the planning structure of the pricing study. She explained that the Transportation Policy Alternatives Committee (TPAC) was the technical advisory committee for the study, JPACT provided policy insight and kept regional partners informed, and the Metro Council provided overall guidance and insight.

Ms. Broussard stated the purpose of the I-205 tolling project was to Manage congestion on I-205 between Stafford Road and OR 213 and raise revenue to fund congestion relief projects. She summarized the outreaching efforts of the project. She shared that 26 community briefings were conducted throughout the region. She added that West Linn and Oregon City had shared the most public comments on the project. She briefly reviewed the next steps for the I-205 comments.

Member discussion included:

- Mayor Savas asked for clarification on the boundaries of the Regional Congestion Pricing Study. He raised concerns about the study's potential impact on Clackamas County.
- Commissioner Rogers asked for clarification on the reductions fees within the I-205 tolling project.
- Kelsey asked a clarifying question about the project's overall budget. Mr. Bolen noted that ODOT's presentation to TPAC will describe the project scope, tasks and overall budget.
- Councilor Kranz highlighted the importance of sharing the project outcomes of the pricing study and the tolling project with community members.
- Councilor Bob Stacey expressed appreciation for the regional approach of congestion pricing.
- Doug Kelsey expressed appreciation for the regional congestion pricing study.
- Tim Knapp raised concerns about the tolling project and its impact on the I-15 toll.
- Councilor Craig Dirksen provided an update on vehicle milage fees in Oregon.
- Commissioner Chloe Eudaly expressed appreciation for the regional congestion pricing study. She noted that east Portland launched an e-bike program. She raised concerns about the implementation of congestion pricing in Portland.
- Nina DeConcini shared an update on wildfire aftermath hazard materials.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,



Nubia Milpas Martinez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 17, 2020

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	09/17/20	Regional Framework for Highway Jurisdictional Transfer Project update	091720j-01
5.2	Presentation	09/17/20	Regional Congestion Pricing Study	091720j-02
5.3	Presentation	09/17/20	Next Steps on I-5 and I-205 Toll Projects	091720j-03

5.1 2024-2027 State Transportation Improvement Program (STIP) -

MPO Comment Letter

Action Item

Joint Policy Advisory Committee on Transportation
Thursday, October 15, 2020

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, October 8, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Development Manager
Subject: Metropolitan Planning Organization (MPO) Comment Letter on the 2024-2027 STIP development process

Purpose

Provide JPACT an update on the 2024-2027 State Transportation Improvement Program (STIP) development process and an overview of the proposed regional comment letter to the Oregon Transportation Commission (OTC) on the 2024-2027 STIP.

Request

Request approval to submit a comment letter from the Portland metropolitan region on the 2024-2027 State Transportation Improvement Program (STIP) and the allocation of ODOT administered funding.

Background

In July 2020, the OTC kicked off the development process for the 2024-2027 STIP. As part of the kickoff, ODOT staff outlined a three-phase process for developing the 2024-2027 STIP. The following are the three phases (as quoted from the ODOT 2024-2027 STIP factsheet):

- ***"Dividing up the money:*** *Based on the Commission's policies, priorities and goals, the Oregon Transportation Commission (OTC) – the entity to approve the STIP – divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system— both state highways and local roads. The OTC will decide how to divide up the money by the end of 2020.*
- ***"Picking projects:*** *Once we know how much money each program has to spend we start picking projects. We use data on conditions, safety and congestion to come up with a list of the highest priority projects that help us make progress toward meeting our goals. We figure out how much each project will cost and when we could deliver them. We also work with advisory committees made up of local elected officials and citizens to help understand which projects are most important to our communities. They help us come up with a list of the best projects that fit within our budget and help us meet our goals. This list is the draft STIP.*
- ***"Public review and approval:*** *The draft STIP will go out for public review in early 2023 so you can comment on the list of projects."*

As the designated and federally recognized metropolitan planning organization (MPO) for the Portland region, JPACT and the Metro Council are responsible for developing the regional, near-term investment strategy for fiscal years 2024-2027 under a comprehensive, cooperative, and continuous process. In developing the MTIP, which is the metropolitan area portion of the STIP, JPACT and the Metro Council have a keen interest in successful coordination with the Commission, to ensure the selection of projects within the metropolitan area that will utilize ODOT administered funds and propose inclusion in our MTIP, reflect shared goals by the region and the state.

As presented by ODOT staff, the development of the 2024-2027 STIP is currently in step 1. As part of step 1, the Oregon Transportation Commission seeks input on allocation of forecasted revenues

for federal fiscal years 2025-2027 across six funding categories, as listed. The estimated revenue total for the years 2024-2027 is \$2.1 billion.

- **Enhance Highway:** Highway projects that expand or enhance the transportation system.
- **Fix-it:** Projects that maintain or fix the state highway system.
- **Safety:** Projects focused on reducing fatal and serious injury crashes on Oregon's roads.
- **Non-Highway:** Bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Local Programs:** Funding to local governments for priority projects.
- **Other Functions:** Workforce development, planning and data collection and administrative resources using federal funds.

In particular, the Oregon Transportation Commission has interest in hearing feedback on the allocation of revenues between four funding categories: Enhance Highway, Fix-it, Safety, and Non-Highway.

At the September and October OTC meetings, ODOT staff is presenting different scenarios which look at different levels of revenues across the Enhance Highway, Fix-it, Safety, and Non-Highway investment categories. As part of the review of the funding scenarios, ODOT staff will also produce a report on how well each scenario performs relative to ODOT key performance measures and the Commission's strategic action plans goals. A graphic of the five different scenarios being evaluated and discussed by the Commission is attached. The scenarios start with a baseline of funding levels, as represented by the current 2021-2024 STIP, and the four following scenarios adjust revenue levels between the Fix-it, Enhance, Safety, and Non-Highway categories.

Development of Regional Comments - Proposed MPO Comments Letter on the 2024-2027 STIP – Step 1 Development Process

At the September 2020 TPAC meeting, members of TPAC received a presentation by ODOT staff on the development of the 2024-2027 STIP. Following the 2024-2027 STIP presentation, TPAC members opened a discussion about whether the Portland metropolitan region plans to submit a comment letter. Based on the discussion, TPAC members recommended to Metro staff to add the 2024-2027 STIP comment discussion as an agenda item at an upcoming meeting. Based on an understanding of the phase 1 process for the 2024-2027 STIP, ODOT will accept feedback and comments on the funding scenarios through a set of open houses scheduled between mid-October through November 2020.

At the October 2020 TPAC meeting, Metro staff presented a set of potential messages and themes to communicate in the comment letter on the 2024-2027 STIP from the region. The potential messages and themes are consistent with adopted regional policies and a starting point for discussion. Metro staff gathered feedback and input from TPAC on refinements to the key messages. In addition, TPAC members provided additional feedback on how the comment letter can respond to the questions being asked by the Commission.

Following the October TPAC meeting, additional information and discussion on the 2024-2027 STIP took place at the Region 1 ACT meeting. In light of the information to emerge from the Region 1 ACT meeting, some additional refinements were made to the comment letter.

The attached comment letter is a reflection of TPAC input and refinements as well as the new information to emerge from the Region 1 ACT.

Recognizing the number of comments the Metro region has related to the allocation of ODOT administered funding, Metro staff, on behalf of the region, will submit a second staff-to-staff comment letter. This comment letter will provide additional specifics related to the key messages, such as supporting data and examples, as well as provide procedural and administrative comments which are more specific to how ODOT Region 1 or other divisions/sections of ODOT operationalize the funding allocation direction from the Commission.

Next Steps

If JPACT approves the submission of the 2024-2027 STIP comment letter, Metro staff will finalize the comment letter and submit it to the Oregon Transportation Commission. The OTC is expected to finalize the allocation of revenues to the different funding/investment categories at the Commission's December 2020 meeting or in January 2021.

MEMO SUBJECT

FROM

DATE

October 12, 2020

Robert Van Brocklin, Chair
Oregon Transportation Commission
355 Capitol Street, NE
Salem, Oregon 97301

RE: 2024-2027 State Transportation Improvement Program (STIP)

Dear Chair Van Brocklin and members of the Oregon Transportation Commission:

The members of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) appreciate the opportunity to provide comment on the development of the 2024-2027 State Transportation Improvement Program (STIP) and the thorough approach the Oregon Transportation Commission (OTC) and the Oregon Department of Transportation (ODOT) have taken to the current STIP process. As the metropolitan planning organization (MPO) for the Portland region, Metro is tasked with cooperatively developing the federal transportation investments in our region with ODOT and our transit agencies. Given our role, we understand the challenging discussion the Commission faces to decide how best to invest limited dollars to achieve multiple goals; we also understand the impact that funding decisions have on the state's ability to meet performance metrics, achieve policy goals, and improve the lives of Oregonians. Within this first phase of developing the 2024-2027 STIP, the Commission will make several significant policy decisions which will set the course in how investments in the transportation system will be identified, prioritized, and selected. In making these decisions, we respectfully ask the Commission to consider the following comments:

Continue a transparent decision-making process for developing the 2024-2027 STIP by allowing time for adequate consideration of stakeholders' recommendations for this important decision.

The region wants to thank the Commission for beginning the development of the 2024-2027 STIP in a transparent way. Due to the process so far, the region is aware of the different policy goals and approaches which will guide the development of the 2024-2027 STIP. The Portland region welcomes the new outcomes-based performance evaluation that will allow a deeper understanding of the impacts of funding scenarios on achieving the Commission's policy goals. However, our understanding is that the results of this new performance evaluation will not be released and shared with different stakeholder groups until late October. JPACT and the Metro Council are concerned that our stakeholders will not have enough time to review the analysis results and provide comment prior to the scheduled Commission decision on the funding scenarios in early December. We ask the Commission to allow stakeholders the time to consider this analysis, organize comments, and develop recommendations to the OTC before making a decision on the final scenario. This may mean deferring the decision to the January 2021 OTC meeting.

Provide direction to the 2024-2027 STIP to allow ODOT to address the comprehensive needs of arterials in the Portland region.

JPACT and the Metro Council are fully aware that transportation resources are limited and scarce, especially during this time. However, the needs in the Portland region are great. A long-neglected area of need are the state-owned arterials. These facilities in the greater Portland area have significant deterioration and are the sites of the greatest number of crashes leading to fatalities and serious injuries. They also play a critical role in the state and region's transportation system, carrying upwards of 30,000 vehicles per day, serving as the routes for some of the state's busiest bus lines, and serving as the de facto main streets for many of the region's communities of color and ethnic small businesses. They are also in greatest need of multi-modal improvements that can achieve state climate targets. These state-owned arterials in the Portland region require a large combination of fix-it, enhance highway, safety, and non-highway investments to address all these deficiencies but the current STIP funding process creates barriers to adequately addressing these needs. We ask the OTC to consider a change in the STIP process regarding project eligibility and prioritization criteria within its funding allocation programs and/or create a dedicated and adequately resourced arterial funding program to focus on addressing the comprehensive needs of these facilities. Changes to the existing funding allocation programs should include:

- Greater emphasis on traffic volume and facility complexity in prioritizing fix-it funding distributions.
- Increasing the proportion of revenue allocations to the Safety, Non-Highway, and Enhance programs (as an alternative to creating a dedicated arterial program).
- More flexibility between project funding allocation programs to allow consolidating project priorities across programs.
- Greater emphasis within ODOT regions on prioritizing projects and coordinating projects across both ODOT funding programs and leverage outside funding sources.
- Recognition and greater emphasis on arterials in the prioritization criteria within ODOT funding programs, and in some cases, where funding would facilitate a mutually-beneficial jurisdictional transfer of ODOT facilities to interested local jurisdictions.

The metropolitan region has identified enormous need for these facilities to be improved. If we address these needs together, it is clear that doing so would have a significant impact on our ability to achieve shared regional and state policy goals, as identified in the Commission's Strategic Action Plan. To demonstrate our commitment, Metro has placed a funding measure on the ballot that, if approved, will bring billions of dollars of investment to these facilities and prime them for future federal funding opportunities to bring new transportation dollars to the state. We have also initiated, in partnership with ODOT, the technical and policy work to facilitate jurisdictional transfer of ODOT facilities to local ownership, should the resources and necessary agency commitment to achieve these agreements follow. ODOT has acknowledged the immense need on these facilities, and that investing in them is critical to meeting that state's racial equity, Vision Zero, and climate goals. The STIP process needs to be updated to allow ODOT the funding and administrative flexibility necessary to address the needs on these state-owned arterials.

Continue to develop and invest in the highway system in the Portland Region in a manner that reflects community values and public input.

The shared values of OTC and the region should be the framework within which ODOT continues to develop and implement the existing project commitments identified by HB2017; the I-5 Rose Quarter, I-205, and Highway 217 projects. Since 2017, JPACT and the Metro Council have expressed to the OTC and the Oregon Legislature their ongoing support for these projects as part of a more comprehensive strategy to address congestion in the Portland region, including a congestion pricing strategy. We request that ODOT continue to develop and fund these major travel corridors with project elements that achieve our shared goals of equity, safety, climate emissions reduction, and congestion relief. Investment in ODOT's existing HB2017 commitments need to be done in tandem with investment in the state-owned arterials to ensure the transportation system not only serves the people who live and work in the region, but also supports the livelihood of all Oregonians who depend on an efficient, well managed, multimodal transportation system in the Portland metropolitan region to receive and get goods to market.

In closing, the Commission has a number of difficult choices to make to which will set the course of direction for the 2024-2027 STIP. To have a STIP prepared by 2023 that is a reflection of the Commission values, we urge the Commission to allow stakeholders the time to digest the evaluation results, provide the Commission feedback, and help identify potential solutions to the challenging decisions the Commission faces. The intentional deliberation early in the STIP development process will bear outcomes that provide mutual benefits to the state and local communities.

On behalf of the Portland metropolitan region, JPACT and the Metro Council, we appreciate the opportunity to comment on the 2024-2027 STIP development. The region looks forward to working in partnership with the Commission to best address and advance our shared goals.

Sincerely,

Lynn Peterson
President
Metro Council

Shirley Craddick
JPACT Chair
Metro Council

6.1 Burnside Bridge Update

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 15, 2020



Multnomah County is
creating an earthquake ready
downtown river crossing.

BETTER – SAFER – CONNECTED

Memo

Date:	Monday, October 05, 2020
Project:	Earthquake Ready Burnside Bridge
To:	Metro's Joint Policy Advisory Committee on Transportation
From:	Multnomah County
Subject:	Project Briefing

Purpose of Briefing:

The [Earthquake Ready Burnside Bridge](#) project team will provide an informational project status update to JPACT at their October 15th, 2020 meeting. The presentation will include a brief overview of the following:

- Project purpose, timeline and funding
- Range of Bridge Alternatives being studied in the Environmental Impact Statement
- Recommended Preferred Alternative – includes preferred bridge alternative and preferred traffic management option during construction
- Community outreach and feedback
- Upcoming key milestones and next steps

Project Background:

Portland's aging downtown bridges are not expected to withstand a major earthquake. That's why Multnomah County is taking the lead on making at least one crossing earthquake ready.

Located in the heart of downtown and on a regionally established lifeline route, it is critical that the Burnside Bridge is still standing after a major earthquake. A resilient Burnside Bridge will help our community recover after a major earthquake and provide a long-term river crossing that supports our transportation needs for the next century.

Over 100 options were studied during this project's Feasibility Study Phase (2016-2018), including tunnels, ferries and other bridge options. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement, which is currently underway. Recently the project's Community Task Force recommended the Replacement Long Span as the Preferred Alternative to move forward into design and then construction. The recommendation must be further studied before it can be approved by Multnomah County and the Federal Highway Administration in 2021.



Making an investment in our lifeline bridge now will help us rebound from a major earthquake and rebuild our community.



BETTER – SAFER – CONNECTED

Summer 2020

The region needs a central bridge that is earthquake-ready

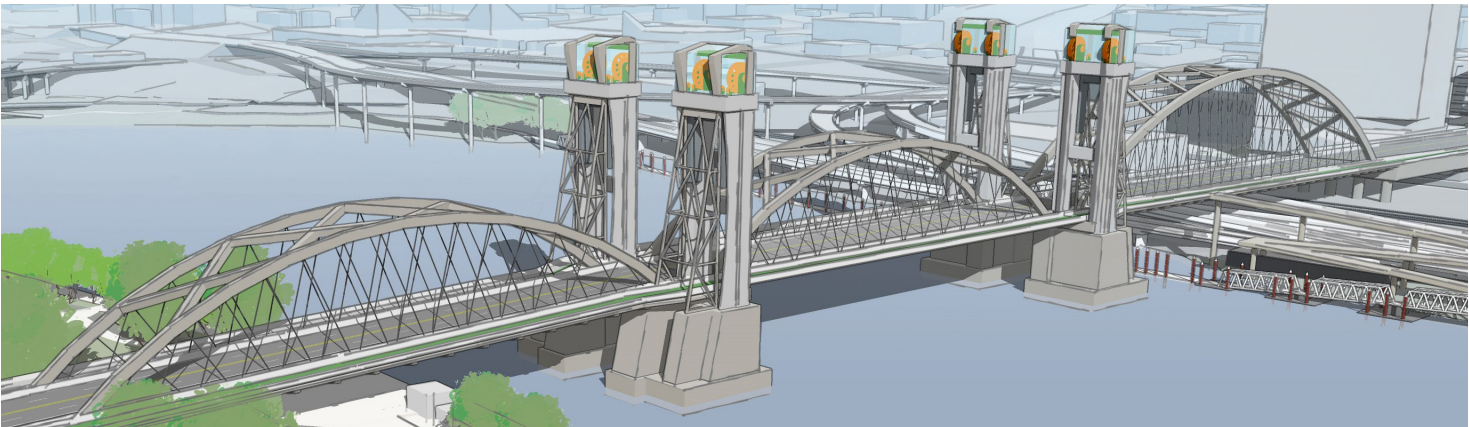
None of the Willamette River bridges in the center of our region are expected to withstand a major earthquake. That’s why Multnomah County is taking the lead on making at least one crossing earthquake ready. The Earthquake Ready Burnside Bridge will aid in disaster recovery efforts, reunite families and support regional economic recovery and resiliency as we come out of one of the most difficult economic times in recent history.

Multnomah County is funding the early project phases but needs external funds to close the gap for the construction phase.

- **Local Funding** MultCo is funding 1/3rd of the total \$825 million project cost with its Vehicle Registration Fee.
- **Stretching Dollars** MultCo was able to fund a feasibility study and the current environmental review phase of the project with its existing Vehicle Fee.
- **Economic Stimulus** MultCo anticipates that the project’s construction phase will create more than 11,000 jobs (direct and indirect jobs in full year equivalents).
- **Diverse Job Training and Employment** MultCo has a history of supporting a diverse workforce and contractor community on its capital projects. The recent Central Courthouse project contracted 34% of the total contract budget to historically disadvantaged firms. Thirty percent of the work hours were performed by apprentices and 28% of all work was performed by minority males and 10% was performed by women. On the Sellwood Bridge project, 20% of the total construction contract went to disadvantaged firms, while 28% of the work was performed by minorities and 13% by women.

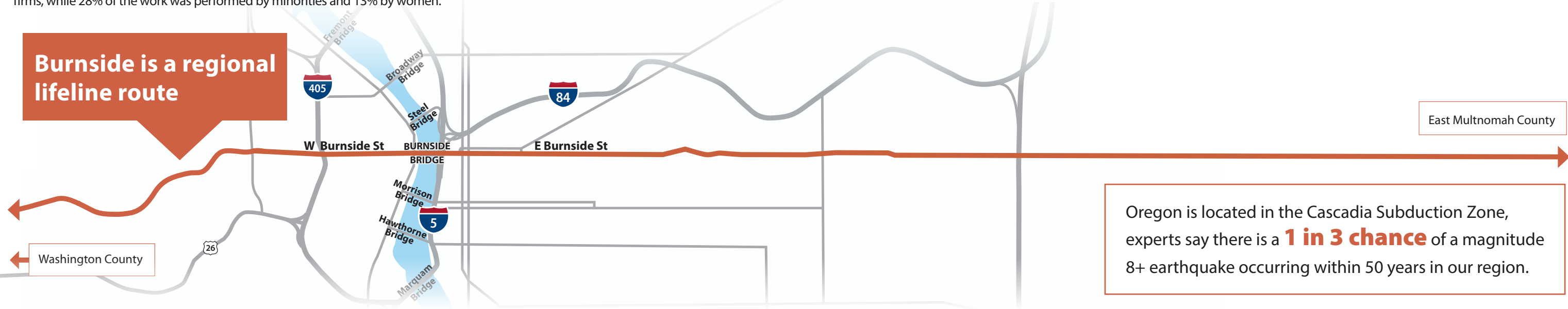
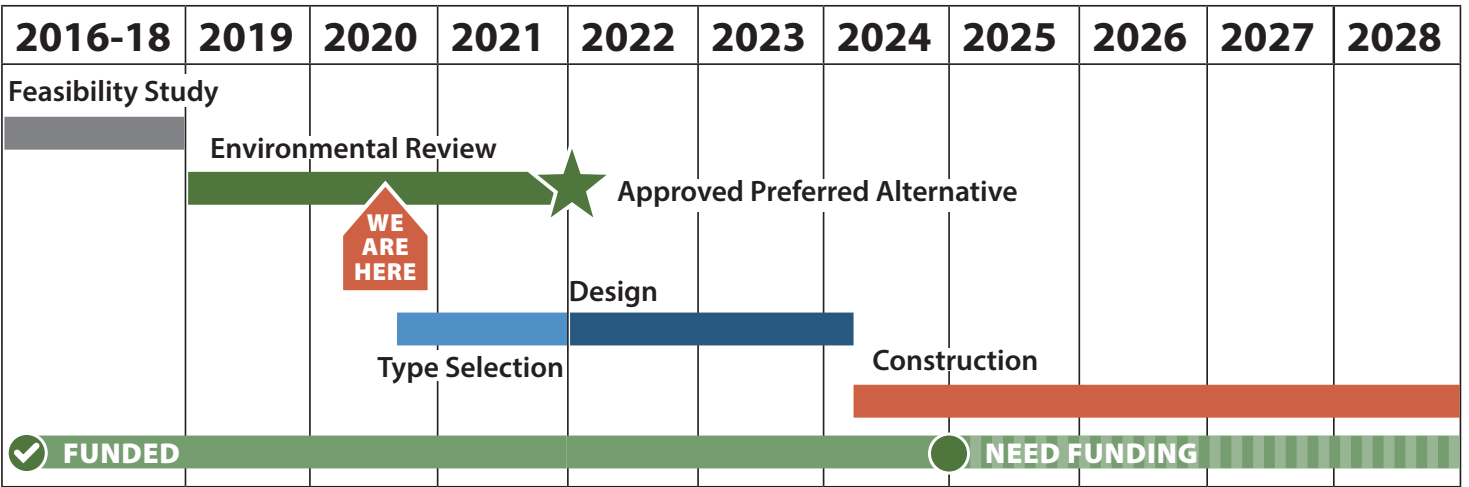
Recommended Preferred Alternative – Replacement Long Span

The Community Task Force is recommending that the existing bridge be replaced with a new movable bridge in the same location and length as the existing bridge with support structure above the roadway surface resulting in fewer columns below. This means there are longer spans, or distances, between columns. It is recommended because it is the most seismically resilient with the lowest cost and fewest impacts to natural resources.



Time is of the essence!

We are only 3.5 years away from construction of a community supported regional resiliency project. While it works to fund the project, the County plans to develop a Community Benefits Agreement to outline workforce and contracting goals for the project.





Making an investment in our lifeline bridge now will help us rebound from a major earthquake and rebuild our community.



BETTER – SAFER – CONNECTED

Summer 2020



A safe investment



We must start now to make steady progress and ensure decisions are efficient, thoughtful and well planned. Considering both the best available technical information and community input will be critical to making sound decisions.



Funding the construction phase ensures that a project with notable regional economic benefits can continue.



The construction phase will create a projected 11,000 jobs and generate business for hundreds of subcontractors, helping drive economic recovery for some of the populations who have been hit hardest by the COVID-19 pandemic.



After a major earthquake, the Burnside Street Lifeline Route will help reunite families and deliver essential goods and services to support our region's recovery.



Extensive community outreach is ongoing and public support is strong.



Over **100** briefings with elected leaders, agencies, individuals, and organizations



Online open houses in **seven languages**



Robust Diversity, Equity and Inclusion program to connect with underrepresented communities and bring a wide range of voices to the project



Over **6500** survey participants



16 Community Task Force meetings

More information

Help shape the future of the Burnside Bridge and visit **BurnsideBridge.org** for more information.

FOR MORE INFORMATION, CONTACT:

Mike Pullen Multnomah County Communications Office mike.j.pullen@multco.us (503) 209-4111

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

BurnsideBridge.org

[f](#) [@](#) [t](#) @MultCoBridges, #ReadyBurnside

Materials following this page were distributed at the meeting.

To: JPACT Members & Alternates
Received: Wednesday, October 14th, 4pm

Hello, my name is Maggie Myers, I'm an organizer with The Sunrise Movement in Beaverton. We've been organizing young people across Washington County to fight climate change and demand a Green New Deal. I'm writing in opposition of the Consent Agenda to be before you Thursday morning. It appears that in this otherwise routine, technical document, ODOT has attempted to sneak in permission for them to pursue an aggressive expansion of Highway 217. We ask that you oppose the consent agenda this morning because it attempts to sneak past *you* approval of Project Number 18841, which is the expansion, by combining it with project 20474.

Our planet is on the verge of catastrophe; our forests are burning, our oceans are rising and our lives are in danger. The threat of the climate crisis has never felt so real. We know that our actions, largely through fossil fuel based carbon emissions, are the main cause of the chaos. With 40% of Oregon's carbon emissions coming from vehicular transportation we need to stop funding short term infrastructure projects that support this type of transit *now* and instead invest in long term strategies that will reduce our carbon impact and help mitigate the effects of climate change. Expanding our freeways and adding auxiliary roads will only compound the problem by further encouraging travel by car and will continue to perpetuate our carbon output. Freeway widening is a temporary fix, not a real solution for addressing either traffic congestion or the climate crisis. The results of studies around similar projects including the Rose Quarter Freeway Expansion, have been contested by traffic engineers and environmentalists and decades of research. Furthermore, the long term economic implications of the pandemic are unknown; it is likely to affect the number of cars on the road similar to what we saw after the recession of 2008.

Investing in public transportation, median green spaces, and increased pedestrian access through better sidewalks and bike lanes will ensure cleaner, healthier and more equitable transportation for everyone.

Continuing to heavily subsidize billions of dollars of freeway expansion to perpetuate car culture is simply the wrong thing to do in 2020. People will adapt to public and active forms of transportation if we fund it and encourage it. Many of the largest metropolitan areas in the country already demonstrate that and as we grow as a region we will trend in that direction as well.

Please vote against the consent agenda, and please oppose any new freeway expansion or development and invest in a more environmentally and economically just future for our state.

Written Testimony for JPACT
Received: 10/15/2020 8:45am

Hello,

Apologies that this testimony arrived after the meeting began; please forward it as soon as possible.

In light of the fact that this committee's considering moving on with more Hwy 217 widening, a project I oppose, I'd like to ask when you're going to finish former legs of the system.

The bicycle facilities in my city that could be providing a direct route between Beaverton and Tigard are meager, gapped, or dangerous.

It's frustrating that way back in 2005, an advisory committee recommended a series of important bicycle improvements and an Express Bus on Hwy 217 that have yet to manifest. These "undecisions" and "unapproved" projects are in fact decisions, and reflect on city leadership and regional committees, including JPACT, between 2005 and today.

Please review this document and read the 2005 PAC's recommendations here: https://ops.fhwa.dot.gov/congestionpricing/value_pricing/pubs_reports/projectreports/217corridor.htm.

When will you be fixing the bike lane gaps and installing an express bus line on the freeway?

If you, and if we as a region, had done so fifteen years ago, imagine the mode shift and mobility options they could have produced. It's unbelievable that a way to calculate mode shift is not being investigated and included as climate action data. Due to dangerous design, congestion is one of the main safety tools we currently have against speeding, as the year 2020 has shown us with more reckless speeding than ever, made possible by wide open roads and freeways.

Incidentally, I'm hearing (as I've frequently heard at meetings for items such as this) that the item you're voting on today is "not" the freeway widening—that the Hwy 217 widening has already been officially "approved" (by committees like JPACT at least). At this time, it's not too late to unapprove it, and then spend money more wisely, toward climate-friendly transportation. Is there a way you can figure out legislatively how to approve an unapproval of the whole widening? Imagine not talking about freeway widening ever again—imagine instead talking about removing loud, polluting & dangerous freeways from our community, and imagine what our neighborhoods, parks and schools now abutting Hwy 217 would look, smell and sound like.

Thank you,

Ms. Fast
Beaverton

Sept. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties*

Nathaniel, 35, motorcycling, Multnomah County, 9/28/20

Timothy, 52, walking, Multnomah County, 9/24/20

Unknown, driving, Washington County, 9/23/20

Damian, 45, driving, Multnomah County, 9/22/20

Dakota, 20, motorcycling, Clackamas County, 9/16/20

Christopher, 36, walking, Multnomah County, 9/11/20

Alberto, 35, walking, Multnomah County, 9/11/20

Nicholas, 16, driving, Clackamas County, 9/6/20

Jessica, 46, walking, Multnomah County, 9/4/20

Martin, 81, bicycling, Multnomah County, 9/3/20

Alijah, 25, driving, Multnomah County, 9/1/20



*ODOT preliminary fatal crash report, as of 9/30/20





Metro

October 15, 2020

2024 – 2027 Metropolitan & State Transportation Improvement Program

Metropolitan & State Transportation Improvement Program(s) (MTIP & STIP) Overview

- U.S. DOT direction on federal transportation funding
- Encourages cooperative process, support of planning objectives, fiscal accountability
- Identifies lead agency for allocation of federal revenues: State DOT and MPO
- Identifies lead agency for development of MTIP (MPOs) and STIP (State DOT)
- Identifies required procedures and approvals

MTIP & STIP Process Elements

- Revenue forecast
- Define funding allocation programs and distribution of revenue to those programs
- Funding program allocation processes
- Documentation of compliance, programming
- Amendments to programming

The STIP

- Lead TIP development for rural areas, cooperate on development of TIPs in MPO areas (“cooperate” carried out through procedures for each M/STIP process element)
- Direction on ODOT led allocation programs and their revenue amounts
- Programming of funds and projects
- Oversight by Oregon Transportation Commission

The MTIP

MTIP

- Urban portion of the STIP
- Includes MPO led funding allocation (RFFA) and federal transit allocations and programming
- Includes approval of ODOT led allocations located in MPO area and programming
- Oversight by JPACT and Metro Council



What is being asked?

1. Does JPACT have additional feedback on the draft comment letter regarding the process to define and allocate revenues to ODOT-led funding allocation programs for the 2024-27 STIP and MTIP?
2. Does JPACT approve submission of the comment letter?

2024-2027 STIP – Phase I

Revenues allocated to funding categories

2024 – 2027 Program Funding Categories

Enhance Highway

Highway projects that expand or enhance the transportation system

Fix-it

Projects that maintain or fix the state highway system

Safety

Projects focused on reducing fatal and serious injury crashes on Oregon's roads

Non-Highway

Bicycle, pedestrian, public transportation and transportation options projects & programs

Local Programs

Funding to local governments for priority projects

Other Functions

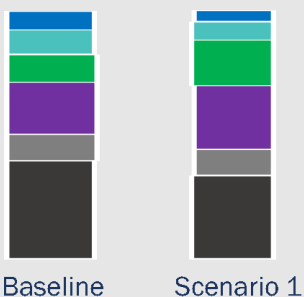
Workforce development, planning and data collection and administrative programs using federal resources

2024-2027 STIP – Phase I

Funding category allocation scenarios

Reporting Results

Consumer Reports – Scenario 1 (*illustrative*)



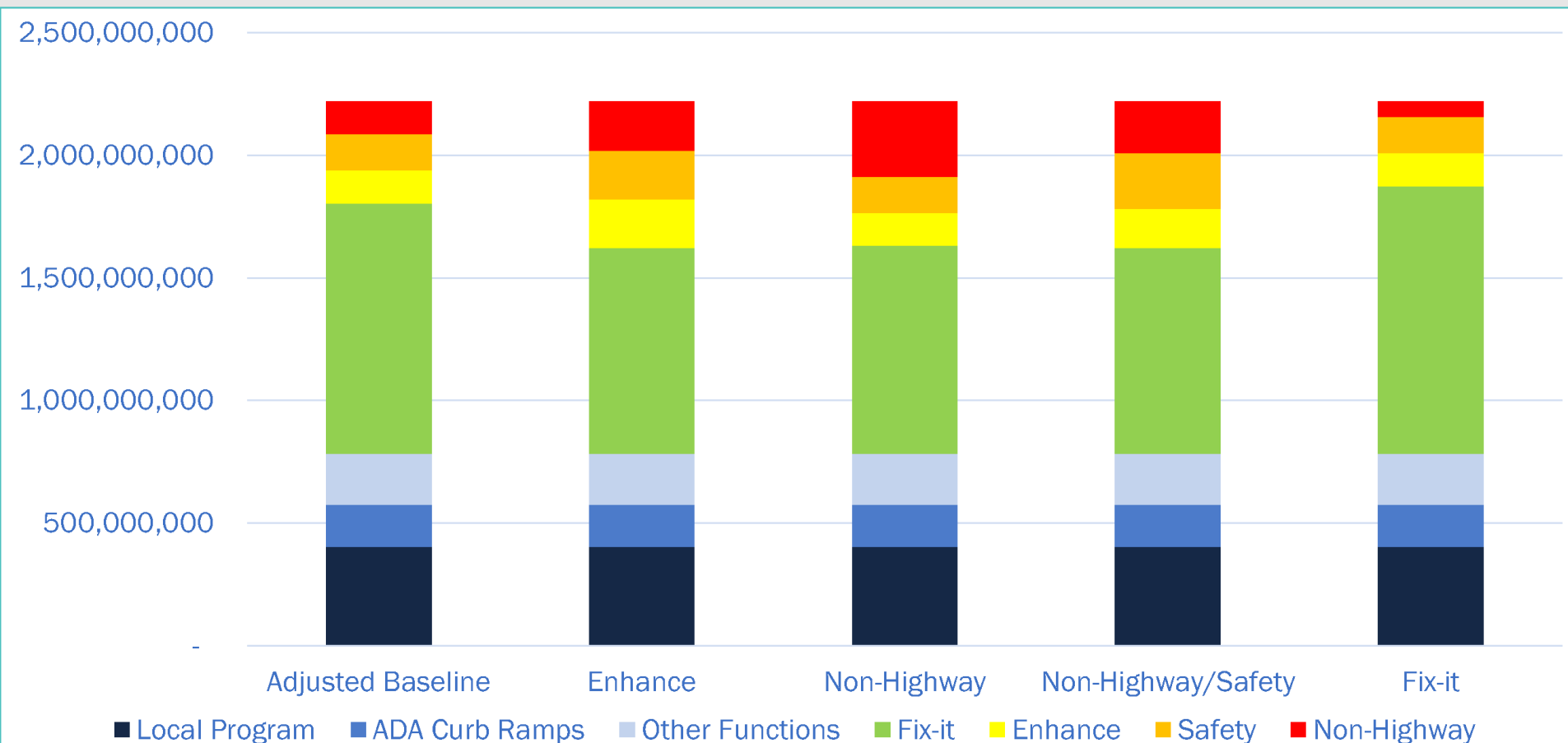
Program	\$ Change
Enhance	\$0
Safety	\$0
Non-Highway	+\$30M
Local Programs	\$0
Other Functions	\$0
Fix-it	-\$30M

Desired Outcome	Progress	Description
➤ Congestion Relief		Funding remains stagnant and with inflation the buying ability diminishes, meaning fewer congestion relief projects are built – impacting freight and the economy.
➤ Multi-Modal		Timeline for system completion shortened by 30%, allowing more neighborhoods, jobs, downtowns, and other services to be connected by bike, walk, or transit.
➤ Equity		Improved equity with greater access to affordable modes of transportation. Increase transportation choices benefit all people.
➤ Safety		No change in safety from the baseline.
➤ Climate Mitigation		More investments in low- and no-emission modes leads to a reduction in GHG emissions long-term.
➤ Climate Adaptation		The lack of dedicated funding and reductions to preservation funds means that the system is more vulnerable to failure in the event of floods, sea level rise, and more.
➤ State of Good Repair		Over the next 20 years 50 more bridges are expected to move to structurally deficient, causing load ratings and significant detours for people and freight – likely having additional adverse GHG impacts. All roads not a priority route will be riddled with potholes and cause slowing due to poor pavement conditions.

2024-2027 STIP – Phase I

Funding category allocation scenarios

2024-2027 STIP Scenarios



2024-2027 STIP – MPO Comment Letter

- Continue a transparent process and give stakeholders enough time to provide feedback for the upcoming decision
- Provide direction to address the comprehensive needs of arterials in the Portland region.
- Continue to develop and invest in the highway system in the Portland Region in a manner that reflects community values and public input.

2024-2027 STIP – Phase I

Next Steps



Next Steps for OTC

October

- ODOT shares scenarios and results of analysis
- OTC provides feedback on refining scenarios

December

- OTC selects funding allocation option
- Direction to ODOT on how to use any additional federal funds

What is being asked?

1. Does JPACT have additional feedback on the draft comment letter regarding the process to define and allocate revenues to ODOT-led funding allocation programs for the 2024-27 STIP and MTIP?
2. Does JPACT approval submission of the comment letter?

oregonmetro.gov

