



600 NE Grand Ave.  
Portland, OR 97232-2736

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, November 19, 2020

7:30 AM

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

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## 1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

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](mailto:legislativecoordinator@oregonmetro.gov).

## 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](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on Wednesday, November 18 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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

## 3. Updates from the Chair (7:40 AM)

3.1 Updates from the Chair

[COM](#)  
[20-0378](#)

Attachments: [Updates on UPWP Amendments Bundle](#)  
[2024-2027 STIP Letter](#)

## 4. Updates from JPACT Members (7:50 AM)

## 5. Consent Agenda (8:00 AM)

- 5.1 Resolution No. 20-5144, For the Purpose of Amending One Existing and Adding Two New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Hillsboro, Trimet, and Washington County (NV21-04-NOV) [COM](#)  
[20-0380](#)
- Attachments: [Draft Resolution No. 20-5144](#)  
[Exhibit A to Resolution No. 20-5144](#)  
[Staff Report](#)

- 5.2 Consideration of October, 15 2020 JPACT Minutes [COM](#)  
[20-0379](#)
- Attachments: [October, 15 2020 JPACT Minutes](#)

**6. Information/Discussion Items**

- 6.1 I5 Bridge Replacement Project [COM](#)  
[20-0376](#)
- Presenter(s): Brendan Finn, ODOT

**7. Adjourn**

**Upcoming JPACT Meetings:**

- *Thursday, December 17, 2020*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

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

*As of 11/10/20*

*Items in italics are tentative*

### **November 19, 2020**

\*Allow extra time for Chair remarks regarding the Transportation Measure (whether it failed or passed).

- Update on UPWP amendments (*during comments from the Chair*)
- Legislative Update (Randy Tucker, 10 minutes)
- Interstate Bridge Replacement Update and Discussion (Brendan Finn, ODOT; Greg 20 min; Information/Discussion)

### **December 17, 2020**

\*Chair's remarks on JPACT members who are leaving because most of the terms will end on Dec. 31<sup>st</sup>, not immediately after the election.

- Metro Jurisdictional Transfer Project Action to accept Final Report for inclusion in 2023 RTP Technical Appendix(John Mermin, Metro) (**consent**)
- For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to Add New Planning Projects Funded Since the UPWP was Adopted (John Mermin, Metro) (**consent**)
- Mobility Policy Update (Kim Ellis, Metro;20 min)

### **Parking Lot:**

- Emergency Transportation Routes Update (**Who Does this one?**; 20 min)
- TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)
- Emerging Technology (Ted Leybold/Eliot Rose, Metro)
- 
- Burnside Bridge Replacement Project (Megan Neil, Multnomah County; 20 minutes)  
(**requested to move to February**)

### **3.1 Updates from the Chair**

*Updates from the Chair*

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

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 5, 2020  
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties  
From: John Mermin, Senior Transportation Planner  
Subject: Bundle of legislative amendments to the 2020-21 Unified Planning Work Program (UPWP)

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## **Background**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. New projects or changes (greater than \$500,000) to existing project budgets for the existing fiscal year require legislative amendments to be adopted by JPACT and Metro Council.

See attached set of legislative amendments from Metro, ODOT and TriMet staff.

## **Next Steps**

TPAC will discuss these amendments at its November 6 meeting and will be asked to make a recommendation to JPACT at its December 4 meeting. JPACT and Metro Council will be asked to take action by consent at their December 17<sup>th</sup> meetings.

Please contact John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this bundle of amendments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 20-5141
2020-21 UNIFIED PLANNING WORK	)	
PROGRAM (UPWP) TO INCLUDE THREE	)	Introduced by Chief Operating Officer
ADDITIONAL PLANNING PROJECTS FUNDED	)	Marissa Madrigal in concurrence with
SINCE THE UPWP WAS ADOPTED	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2020-21 ; and

WHEREAS, the FY 2020-21 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, ODOT Urban Mobility Office has initiated a planning effort to analyze two potential locations for tolling, I-5 and I-205; and

WHEREAS, the Oregon Transportation Commission (OTC) has allocated an additional \$12.5 million since the 2020-21 UPWP was adopted in Spring 2020 for continuing I-5 and I-205 planning and implementation activities this fiscal year; and

WHEREAS, TriMet has received a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor and anticipates initiating the project and spending \$328,820 in FY 2020-21; and

WHEREAS, Metro has been awarded an \$850,000 HOPE grant from the FTA for planning work for Tualatin-Valley Highway and anticipates initiating the project and spending \$100,000 in FY 2020-21; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2020-21 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2020-21 UPWP to add funding for the ODOT – I-5 and I-205 Metropolitan Value Pricing project, the Red line Transit Oriented Development planning project, and the Tualatin-Valley Highway Transit and Development project as shown in the attached Exhibits A,B,C.

ADOPTED by the Metro Council this 17th day of December, 2020.

## ODOT: I-5 and I-205 Portland Metropolitan Value Pricing

**Staff Contact:** [Lucinda Broussard, Lucinda.BROUSSARD@odot.state.or.us](mailto:Lucinda.BROUSSARD@odot.state.or.us) ~~Mandy Putney,~~  
~~Mandy.Putney@odot.stat.or.us~~

### Description

This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements.

During the period of July 2019 to June 2020 the work was focused on coordination with the FHWA and other partners, environmental planning, public engagement, work planning for back office system and roadside technology systems, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205. The phase commencing in the fall of 2020 will advance two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements. The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 0	Federal grant	\$ <u>6,354,600</u> <u>18,027,064</u>



FY 2020-21 Unified Planning Work Program

Materials & Services	\$ <del>7,000,000</del> <u>19,547,890</u>	Local Match	\$ <del>645,400</del> <u>1,520,826</u>
<b>TOTAL \$ Total Amount</b>		<b>TOTAL \$</b>	<b><del>7,000,000</del> <u>19,547,890</u></b>

## TriMet Red Line MAX Extension TOD & Station Area Planning

**Staff Contact:** Bob Hastings, [hastingb@trimet.org](mailto:hastingb@trimet.org) or Jeff Owen, [owenj@trimet.org](mailto:owenj@trimet.org)

### Description

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within ¼ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

### Key Project Deliverables / Milestones

After project initiation in Q2/Q3 and during the remainder of FY 2020-21, this project plans to complete an economic analysis at focus station areas across the east and west corridor segments; a business stabilization and development taskforce; and begin a resident stabilization and housing growth taskforce. The project will then carry into the following fiscal year.



### FY 2020-21 Cost and Funding Sources

#### Requirements:

Personal Services      \$ 30,000  
 Materials & Services    \$ 298,820

**TOTAL**    \$ **328,820**

#### Resources:

Federal grant            \$ 219,213  
 Local Match              \$ 109,607

**TOTAL**    \$ **328,820**

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## Tualatin Valley Highway Transit and Development Project

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**Staff Contact:** [Chris Ford, chris.ford@oregonmetro.gov](mailto:chris.ford@oregonmetro.gov)

### Description

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The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

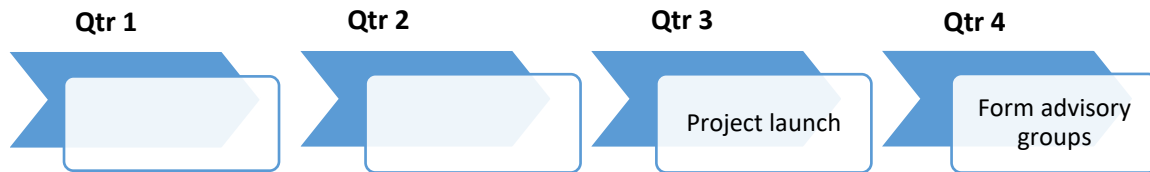
The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

This project supports the 2018 RTP policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project. Contact Metro staff for to learn more details.

FY 2020-21 Unified Planning Work Program

**Key Project Deliverables / Milestones**



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**FY 2020-21 Cost and Funding Sources**

**Requirements:**

Personnel Services      \$ 50,000  
Materials & Services    \$ 50,000  
Interfund Transfer      \$ 11,445

**TOTAL**    \$ **111,445**

**Resources:**

FTA / FHWA / ODOT      \$ 100,000  
Metro Required Match    \$ 11,445

**TOTAL**    \$ **111,445**

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## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5141 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED

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Date: October 30, 2020  
Department: Planning  
Meeting Date: December 17, 2020

Prepared by: John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov), Glen Bolen [glen.a.bolen@odot.state.or.us](mailto:glen.a.bolen@odot.state.or.us), Jeff Owen, [OwenJ@TriMet.org](mailto:OwenJ@TriMet.org), Chris Ford [chris.ford@oregonmetro.gov](mailto:chris.ford@oregonmetro.gov)

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### ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

### ACTION REQUESTED

Approval of the requested amendment to the 2020-2021 UPWP.

### IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the ODOT Urban Mobility Office are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

### STAFF RECOMMENDATIONS

Approve Resolution No. 20-5141 and amend the FY 2010-21 UPWP.

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

#### Known Opposition

None

## Legal Antecedents

Metro Council Resolution No. 20-5086 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2020-21 UNIFIED PLANNING WORK PROGRAM

## Anticipated Effects

Approval will result in funds added to the existing ODOT – Metropolitan Value Pricing project budget, which will allow ODOT to continue planning work on I-205 Tolling between now and June 30, 2021.

## **BACKGROUND**

### ODOT - I-5 / I-205 Metropolitan Value Pricing project

The adopted 2020-21 UPWP includes a work item for ODOT to complete a Metropolitan Value Pricing study for I-5 and I-205. This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Oregon Transportation Commission has made multiple obligations since project outset, now totaling \$19.5 million. Most recently, In September 2020, the Oregon Transportation Commission allocated an additional \$4.4 million to continue planning for I-5 and implementation activities for I-205. This funding furthers the work of environmental planning and public engagement under the National Environmental Policy Act for tolling of the I-205 corridor and pre-NEPA planning for tolling of the I-5 corridor, traffic and revenue tolling studies, and planning for the tolling's back office and roadside technology systems.

During the period of July 2019 to September 2020 the work was focused on coordination with the FHWA and other partners, environmental planning, public engagement, work planning for back office and roadside technology systems, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205.

The project began with a \$3 Million financial obligation in the 2019-20 UPWP. The final project budget is expected to be from \$35 to \$50 million. In August 2019, the Oregon Transportation Commission allocated, and JPACT approved \$2.1 million using redistribution funds for the purpose of continued planning in preparation for the National Environmental Policy Act (NEPA) process. Some specific efforts included analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement. In April \$10 million was obligated to continue the NEPA preliminary work for I-5 and the NEPA process for I-205, and the procurement of a General Tolling Consultant bringing the project total to \$15.1 million

The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements and brings the total project budget to \$19.5 million.

The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process.

Regional partners include local, county, and regional agencies, as well as transit service providers, including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing. This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

#### TriMet - Red Line Transit Oriented Development planning project

In June 2020 TriMet was awarded a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.

The MAX Red Line Extension and Reliability Improvements Project successfully entered FTA Project Development as a Small Starts project in July 2019. An Application for a rating within the 5309 Small Starts Capital Investment Grant Program was submitted to FTA on August 23, 2019. This project includes capital improvements that will increase the reliability of the entire MAX light rail system and allow the MAX Red Line to service 10 additional stations west of Beaverton Transit Center (TC).

Project elements include the 7.8 mile extension of Red Line service to the west; track, switch and signalization work at the Fair Complex / Hillsboro Airport station; track work and the construction of a new light rail platform to convert a single-track section to double-track at Gateway Transit Center; track work to convert a single-track section to double-track at the Portland International Airport station; and the purchase of six new light rail vehicles to enable the operation of the extension. This project will double the frequency of light rail service in a rapidly-growing part of the Portland metropolitan region.

This project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. The MAX Red Line corridor forms the backbone of the regional light rail network. While this corridor represents an early investment in fixed guideway service, new investments in the corridor present an opportunity to respond to present-day regional growth and development patterns. The activation of these station areas is in response to changing growth patterns that extend the concentration of development activity away from the central city core, to middle-ring areas between five and fifteen miles from the Portland City Center. Engagement in focused TOD planning work is timely and allows new, state-of-the-practice approaches to station area and comprehensive planning to be applied to middle-ring stations.

While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor. The project area is defined as all areas within  $\frac{3}{4}$  of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

The section of the corridor between Hollywood Transit Center and the Beaverton Central station has already established or transitioned to active development patterns and does not require the level of planning attention needed in the segments in the middle-ring areas where the market has not yet responded to investments in fixed guideway infrastructure.

The planning work undertaken as part of this project establishes a model for future TOD planning and implementation in middle-ring geographies. The approach and project activities proposed are intended to influence near term and long term economic, housing, public space and infrastructure planning, zoning and development activities in the project area to achieve the following results:

- Increased density of housing, businesses and services at middle-ring MAX Red Line Station Areas to leverage capital investments in increased reliability and grow transit ridership;
- Stabilization and access to business growth opportunities for current area businesses and new and emerging businesses;
- Stabilization and access to housing opportunity for current area residents and new residents;
- Ensure an appropriate mix of uses tailored to the unique needs of middle-ring station areas is achieved;
- Integration of multi-modal and transit efficient services into uses around station areas (ie, e-scooters, TNCs, delivery lockers);
- Improvement of bicycle and pedestrian facilities and better integration with existing high-quality multi-use path facilities to increase overall access to station areas; and
- Increased public and private development activity in the project area that concentrates growth near the most active and frequent alignment of MAX light rail in the region.

To achieve these outcomes, TriMet will engage with the broad community of businesses and residents in the project area, to create strategies for stabilization and increased economic opportunity, and will coordinate planning activities with multiple jurisdictional partners. Local and regional development professionals in both the private and public /



human services sector will also be engaged to understand the market and barriers to achieving transit supportive densities. Project deliverables will establish concrete strategies for Red Line station areas, and will also inform TriMet's Transit Oriented Development Guidelines, real estate acquisition and transfer activities, and development of public-private partnerships.

#### Metro - Tualatin-Valley Highway Transit and Development project

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

This project supports the 2018 RTP policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project. Contact Metro staff for to learn more details.

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October 20, 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 get 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 but the current STIP funding process creates barriers to adequately addressing these needs. To address these barriers, we ask the OTC to consider changes in the STIP process regarding project eligibility and prioritization criteria within its funding allocation programs and/or to create a dedicated and adequately resourced arterial funding program. Proposed changes to the existing funding allocation programs 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 in funding allocation program criteria to allow consolidating project priorities across programs
- Greater emphasis within ODOT regions on coordinating projects across ODOT funding programs and leveraging outside funding sources
- Greater emphasis on arterials in the prioritization criteria within ODOT funding programs, and in some cases, recognition of 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 that will 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 acknowledge the immense need on these facilities, and investing in them is critical to meeting that state's racial equity, Vision Zero, and climate goals. This is the opportunity to update the STIP process 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 the OTC and the region should be the framework 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 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.

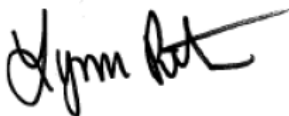
In closing, the Commission has a number of difficult choices to make to which will set the course of direction for the 2024-2027 STIP. To have a STIP prepared by 2023 that is a reflection of the Commission values, we urge the Commission to delay the decision on the 2024-2027 STIP until the January 2021 meeting to allow stakeholders the time to digest the evaluation results, coordinate with the Region 1 ACT and other stakeholder groups, and provide the Commission feedback that helps 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,



Shirley Craddick, Councilor, Metro Council  
Chair of the Joint Policy Advisory Committee on Transportation (JPACT)  
On behalf JPACT



Lynn Peterson, President, Metro Council  
On behalf of Metro Council

Cc: Kris Strickler

**5.1 Resolution No. 20-5144, For the Purpose of  
Amending One Existing and Adding Two New Projects  
to the 2021-24 Metropolitan Transportation  
Improvement Program (MTIP) Impacting Hillsboro,  
Trimet, and Washington County (NV21-04-NOV)**

*Consent Agenda*

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING ONE ) RESOLUTION NO. 20-5144  
EXISTING AND ADDING TWO NEW PROJECTS )  
TO THE 2021-24 METROPOLITAN ) Introduced by: Chief Operating Officer  
TRANSPORTATION IMPROVEMENT ) Andrew Scott in concurrence with  
PROGRAM (MTIP) IMPACTING HILLSBORO, ) Council President Lynn Peterson  
TRIMET, AND WASHINGTON COUNTY (NV21-  
04-NOV)

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 city of Hillsboro received an ODOT \$1 million dollar Immediate Opportunity Fund grant award and along with their match commitment of \$1 million of local funds will construct and extend NE Huffman St as a two through-lane arterial in the Hillsboro Technology Park from NE Starr Blvd to 30<sup>th</sup> Ave; and

WHEREAS, TriMet successfully competed for and was selected as one of nine award recipients to receive a Federal Transit Administration Section 5312 Safety Research & Demonstration Program \$825,506 federal grant allowing them to design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system; and

WHEREAS, Washington County has agreed to take on lead agency responsibilities to complete the construction phase and committed additional local funds to resolve a construction phase funding shortfall for the city of Tigard's Durham Rd/Upper Boones Ferry Rd from OR99W to I-5 Transportation System Management and Operations/Intelligent Transportation System project to complete traffic signal upgrades and communication infrastructure improvements at identified intersections; 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 November 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 November 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 November 6, 2020; and

WHEREAS, JPACT approved Resolution 20-5144 consisting of the November 2020 Formal MTIP Amendment bundle on November 19, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on December 3, 2020 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 20-5144.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2020.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney





Proposed November 2020 Formal Transition Amendment Bundle  
 Amendment Type: **Formal/Full**  
 Amendment #: **NV21-04-NOV**  
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key <b>22314</b> MTIP ID TBD <b>NEW PROJECT</b>	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	<b>ADD NEW PROJECT:</b> The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.	OTC approval was required for this project award and occurred during their October 2020 meeting. The capacity enhancing project is included the 2018 RTP modeled at full-build-out capacity (2 through lanes in each direction with a median lane)
Project #2 ODOT Key <b>TBD</b> MTIP ID TBD <b>NEW PROJECT</b>	TriMet	Risk Ranking & Data Validation for Grade Crossing	<b>ADD NEW PROJECT:</b> The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP	The grant award is from the FTA Safety Research & Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program. TriMet's grant award is one of 10 projects nationwide funded under the Safety Research and Demonstration Program (SRDP) and Bus Operator Compartment Program (BOCP)
Project #3 ODOT Key <b>18311</b> MTIP ID 70647	<del>Tigard</del> <b>Washington County</b>	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	<b>COST INCREASE:</b> The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment	The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.



**Metro**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Add new IOF funding award

<b>Lead Agency:</b> Hillsboro		Project Type: Highway	<b>ODOT Key:</b> 22314
<b>Project Name:</b> <b>NE Huffman St Improvement Project (City of Hillsboro)</b>	1	ODOT Type: Highway	<b>MTIP ID:</b> TBD
		Performance Meas: Yes	<b>Status:</b> 4
		Capacity Enhancing: YES	<b>Comp Date:</b> 8/1/2022
		Conformity Exempt: No	RTP ID: 18021
		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: 2021	Past Amend: 0
		Years Active: 1	OTC Approval: Yes
STIP Amend #: 21-24-0081		MTIP Amnd #: NV21-04-NOV	
<b>Detailed Description:</b> In the Hillsboro Technology Park on NE Huffman St from NE Starr Blvd west to NE 30th AV (2,600 lineal feet) and 650 feet on 30th Ave (intersection construction), construct/extend new 2 through lane arterial (12' lanes) and include shoulders (6' wide), mountable curbs, and stormwater management. (ODOT IOF Award, OTC approval - October 2020, RTP ID 18021, Bid Let date estimate: 7/4/2021)			
<b>STIP Description:</b> Improvements to NE Huffman St and NE 30th Ave in the Hillsboro Technology Park to improve transportation flow and business access. improvements include an extension of NE Huffman St and NE 30th Ave, mountable curbs, and stormwater management.			
Last Amendment of Modification: None - Initial programming in progress			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>				\$ -				Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
<b>IOF</b>	<b>S600</b>	<b>2021</b>					<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>
								\$ -
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ 1,000,000</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2021</b>					<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 1,000,000</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>
Year Of Expenditure (YOE):								\$ 2,000,000

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Summary: New capacity enhancing project being added to the MTIP. Project is in the RTP and has completed required air conformity analysis. Full Huffman St build-out is 5 lanes (2 through lanes + median lane) per the 2018 RTP.

**Amendment Summary:**

The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave, plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs. The total of \$2 million dollars allows a though lane in each direction to be construction with shoulders, mountable curbs, and address stromwater management. The project is covered under Key 18021 in the RTP which reflects the full build-out at 2 through lanes in each direction with a median turn lane. Full build-out will occur later. OTC approval was required and occurred during their October 2020 meeting. MTIP and STIP programming is occurring now as the construction phase bid let date is planned for 7/4/2021.

- > Will Performance Measurements Apply: Yes - Pavement, &Safety

**RTP References:**

- > RTP ID: 18021 - Huffman St Extension, Phase 1
  - > RTP Description: Construct five-lane road with bike/ped facilities.
  - > Exemption Status: Project is not an exempt per 40 CFR 93.126, Table 2. The project is a capacity enhancing improvement. Required air conformity analysis has been completed.
  - > UPWP amendment: Not applicable & not required
  - > RTP Goals: Goal 10 Fiscal Stewardship
  - > Goal Objective 10.1 Infrastructure Condition
- 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:**

- > IOF = State Immediate Opportunity Fund program funds..
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
 Add new 5312 FTA grant award for

<b>Lead Agency:</b> TriMet		Project Type: Transit	ODOT Key: <b>TBD</b>
<b>Project Name:</b> Risk Ranking & Data Validation for Grade Crossing	2	ODOT Type: Transit	MTIP ID: <b>TBD</b>
		Performance Meas: No	Status: <b>T22</b>
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP  <b>Short Description:</b> Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.		Capacity Enhancing: No	Comp Date: <b>6/1/2022</b>
		Conformity Exempt: Yes	RTP ID: 10927
		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: 2021	Past Amend: 1
		Years Active: 1	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: NV21-04-NOV
		<b>Detailed Description:</b> FTA Section 5312 FY20 Safety, Research and Demonstration (SRD) and Bus Operator Compartment Redesign (BCP) Project Selection to develop a Risk Ranking Methodology and Evaluation Tool for grade crossing safety. Measure the relative risk associated with existing conditions at grade crossings, future considerations of incidents, and the potential efficacy of new safety treatments to support risk reduction. Validate the accuracy of the Risk Ranking methodology, by upgrading cameras along the rail alignment to allow real-time video analytics and documentation of situational and environmental changes associated with risks and incidents at grade crossings	
<b>STIP Description:</b> TBD			

Last Amendment of Modification: None. New. Initial programming in the MTIP is now occurring.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5312		2021					\$ 825,506	\$ 825,506
								\$ -
								\$ -
No fund code identified for 5312 programmatic code in the FTA website. Match requirement is 20%							<b>Federal Totals:</b>	<b>\$ 825,506</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
TriMet GF	Match	2021					\$ 206,377	\$ 206,377
Other	OVM	2021					\$ 43,623	\$ 43,623
								\$ -
Local other funds reflect overmatch commitment from TriMet							<b>Local Total</b>	<b>\$ 250,000</b>
Phase Totals Before Amend:			\$ -		\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -		\$ -	\$ -	\$ 1,075,506	\$ 1,075,506
							Year Of Expenditure (YOE):	\$ 1,075,506

**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 FTA 5312 discretionary grant award to TriMet. Overall local fund contribution by TriMet is 23.2% and above the required 20% minimum match.

**Amendment Summary:**

- The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now to enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible. The grant award is from the FTA Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program
- > Will Performance Measurements Apply: Yes - Transit and possibly later under Safety

**RTP References:**

- > RTP ID: 10927 - Operating Capital: Information Technology Phase 1
- > RTP Description: Communication System
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > 5312 = Federal FTA Section 5312 providing funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. This specific 5312 funding pot is allocated through a competitive discretionary funding call.
- > TriMet GF = General local funds committed by TriMet to fulfill the required minimum match to the federal funds. For this project the 5312 minimum match requirement is 20%
- > 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: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

**Formal Amendment**  
**COST INCREASE**  
 Address Other and Construction

<b>Lead Agency:</b> <span style="color: red;">Tigard</span> Washington County		Project Type:	TSMO	<b>ODOT Key:</b>	<b>18311</b>
<b>Project Name:</b> <b>Durham Rd/Upper Boones Ferry Rd. OR99W - I-5</b>	3	ODOT Type	OPS-ITS	<b>MTIP ID:</b>	<b>70647</b>
		Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
<b>Project Status: 4</b> = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated) <b>Short Description:</b> <span style="color: red;"><del>Design upgrades to signal hardware and communication. Add adaptive signal timing and detection</del></span> <span style="color: blue;">Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.</span>		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/1/2022</b>
		Conformity Exempt:	Yes	RTP ID:	11104
		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:	<b>2015</b>	Past Amend:	<b>11</b>
		Years Active:	<b>7</b>	OTC Approval:	No
		STIP Amend #: TBD		MTIP Amnd #: NV21-04-NOV	

**Detailed Description:** ~~Design upgrades to signal hardware and communication.~~ Add adaptive signal timing and detection In Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections allowing these improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.

**STIP Description:** Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5. These improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.

Last Amendment of Modification: Administrative - MINOR COST INCREASE - May 2020 The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (ITS)	Construction	Total
<b>Federal Funds</b>								
STP-U	M23E Z230	2016				<del>\$ 429,643</del>		
STP-U	M23E Z230	2015				\$ 429,643		\$ 429,643
Equity Bonus	LZ1E	2016		\$ 291,300				\$ 291,300
STP-U	Z230	2016		\$ 72,119				\$ 72,119
STP-U	Z230	2021					\$ 206,938	\$ 206,938
								\$ -
								\$ -
Other phase moved to correct obligation year of 2015							<b>Federal Totals:</b>	<b>\$ 1,000,000</b>
<b>Federal Fund Obligations:</b>				\$ 363,419		\$ 429,643		Federal Aid IDs
<b>EA Number:</b>				None		C2341702		C067(105)
<b>Initial Obligation Date:</b>				9/15/2016		9/9/2015		C067(110)
<b>State Funds</b>								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2016				\$ 49,175		
Local	Match	2015				\$ 49,175		\$ 49,175
Other	OVM	2015				\$ 31,183		\$ 31,183
Local	Match	2016		\$ 33,341				\$ 33,341
Local	Match	2016		\$ 8,254				\$ 8,254
Local	Match	2021					\$ 23,685	\$ 23,685
Other	OVM	2021					<del>\$ 389,831</del>	\$ -
Other	OVM	2021					\$ 719,377	\$ 719,377
								\$ -
							<b>Local Total</b>	<b>\$ 865,015</b>
Phase Totals Before Amend:			\$ -	\$ 405,014	\$ -	<del>\$ 478,818</del>	<del>\$ 620,454</del>	<del>\$ 1,504,286</del>
Phase Totals After Amend:			\$ -	\$ 405,014	\$ -	\$ 510,001	\$ 950,000	\$ 1,865,015
							Year Of Expenditure (YOE):	\$ 1,865,015

**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.
- > Lead agency change with a cost increase to the construction phase. No scope change.

**Amendment Summary:**

The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment. The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.

- > Will Performance Measurements Apply: Yes - ITS and possibly safety.
- > Are funding shelf-life obligation conditions applicable: Yes. The Construction phase STP funds must be obligated before the end of FY 2023 (September 30, 2023). If not obligated by the end of FY 2023, the STP funds will lapse and be rescinded from the project.

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for Transport subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 Reliability and Efficiency
- > Goal Description: Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

**Fund Codes:**

- > STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs.
- > 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: No for SW Durham Rd and Yes for Upper Boones Ferry Rd
- > Metro Model: Yes
- > Model category and type: Minor Arterial identified in the Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: No

# Memo



Date: November 10, 2020  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: November 2020 MTIP Formal Amendment & Resolution 20-5144 Approval Request

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## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING ONE EXISTING AND ADDING TWO NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING HILLSBORO, TRIMET, AND WASHINGTON COUNTY (NV21-04-NOV)

### BACKGROUND

#### What This Is:

The November 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5144 and being processed under MTIP Amendment NV21-04-NOV.

#### What is the requested action?

TPAC requests JPACT approve Resolution 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle and provide an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed November 2020 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>NV21-04-NOV</b>					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>22314</b> <b>NEW PROJECT</b>	TBD	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management	<b>ADD NEW PROJECT:</b> The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key <b>TBD NEW PROJECT</b>	TBD	TriMet	Risk Ranking & Data Validation for Grade Crossing	Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.	<b>ADD NEW PROJECT:</b> The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP.
Project #3 Key <b>18311</b>	7067	<del>Tigard</del> <b>Washington County</b>	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	<del>Design upgrades to signal hardware and communication. Add adaptive signal timing and detection</del> <b>Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.</b>	<b>COST INCREASE:</b> The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represent a cost increase above the 20% threshold requiring a formal amendment.

Added Note 11-6-2020: TPAC members raised a question about the OTC report concerning the Hillsboro NE Huffman St Immediate Opportunity Fund (IOF) construction project. Specifically, the question requested clarification concerning the funding amount for the project. Hillsboro received a \$1 million IOF state grant and is providing the required \$1 million local match. The funds are being programmed only for the construction phase in the MTIP and STIP. The amounts in the below table seemed a little confusing to some TPAC members as to the awarded funding amount.

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
<b>TOTAL</b>	<b>\$2,724,748</b>	<b>\$2,724,748</b>

Discussion with ODOT staff confirmed that the above table was provided to provide a summary of the awarded funding. The first line provides the funding need identified by the city of Hillsboro. The construction phase proposed funding need is \$2 million. The second line identifies the IOF funding source in Key 19992 with a total of \$1,724,748 available. The award of \$1 million is reduced from the capacity leaving \$724,748. The third line provides Hillsboro's 50% local contribution of \$1 million. The final matching totals represent how the available funding shifts to become committed funding with \$2 million now funding the Huffman Street improvement project.

The final accounting of the awarded funding indicates that the proposed programming of \$2 million dollars (\$1 million IOF + \$1 million local funds) in the construction phase is correct

Note to TPAC Members:

As of the start of FY 2021 (October 1, 2020), Metro is now under annual Obligation Targets. The program applies to the three MPO Transportation Management Agencies (TMA) which includes Metro. The requirements only affects Metro federal formula funds including Congestion Mitigation

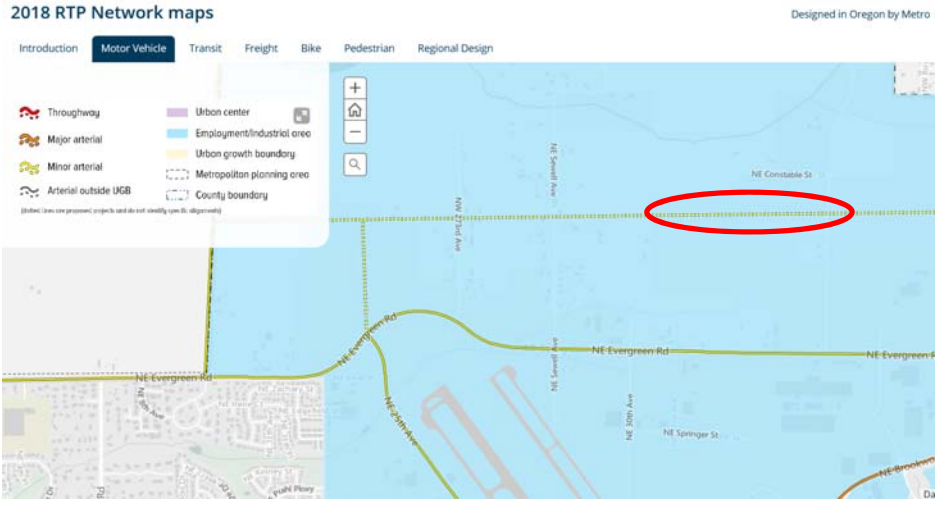
Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funds. ODOT funded programs, Transit federal funds, and discretionary federal grant awards, are not subject to the Obligation Targets Program requirements. The Obligation Target requirements were to begin with the FY 2020 federal fiscal year. However, due to the Covid-19 situation, the requirements were suspended. FY 2020 was used as a training year to implement and assess several of the new requirements. With the beginning of FY 2021, spring training is over, and the real game now begins.

During TPAC’s January 2021 meeting, members will receive an updated summary briefing about the Obligation Targets program and impacts on MTIP and STIP programming, plus project delivery procedures. The TMAs have spent the last two years working with ODOT on the program requirements, potential rewards, penalties, and possible exceptions. Overall, the Obligation Targets program as developed is fair and still offers Metro flexibility in development of the RFFA Step 2 discretionary funding program. However, at the same time, the Obligation Target program will force project accountability and penalize federally funded projects that fail to complete their federal requirements, and not are delivered in an acceptable time frame.

The overall goal of the program for the TMAs and ODOT is not punitive, but is to ensure appropriated and allocated federal formula funds to the TMAs are programmed, obligated, and expended in a timely fashion to help ensure ODOT is never penalized under the annual FHWA nationwide Redistribution program. The Redistribution program rescinds federal funds from states for failing to meet their state obligation targets and redistributes the funds to other states that met their annual targets.

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

<b>Project 1:</b>	<b>NE Huffman St Improvement Project (City of Hillsboro) (New Project)</b>		
Lead Agency:	<b>Hillsboro</b>		
ODOT Key Number:	<b>22314</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management</li> <li>Source: New project.</li> <li>Funding: The awarded source of funding for the project is from ODOT’s Immediate Opportunity Fund (IOF) program and local fund committed by the city of Hillsboro</li> <li>Project Type: Highway – Capacity enhancing arterial extension</li> <li>Location: In Hillsboro in the Hillsboro Technology Park on Huffman St</li> <li>Cross Street Limits: At NE Starr Blvd. then west to 30<sup>th</sup> Ave including 650 feet of intersection construction at 30<sup>th</sup> Ave</li> <li>Overall Mile Post Limits: N/A – not located on the State Highway System</li> <li>Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>STIP Amendment Number: 21-24-0081</li> <li>MTIP Amendment Number: NV21-04-NOV</li> </ul>		

	<ul style="list-style-type: none"> <li>• OTC approval required: Yes (Occurred October 2020)</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave.</p> <p>ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs. The total of \$2 million dollars allows a though lane in each direction to be constructed with shoulders, mountable curbs, and addresses stormwater management.</p> <p>The project is covered under Key 18021 in the RTP which reflects the full build-out at 2 through lanes in each direction with a median turn lane. As a capacity increasing project, air conformity analysis has been completed in the RTP. Full build out will occur later. OTC approval was required and occurred during their October 2020 meeting. MTIP and STIP programming is occurring now as the construction phase bid let date is planned for 7/4/2021.</p> <p>The NE Huffman St construction project will construct a new 2 through-lane arterial ( 1 lane in direction) with a final proposed build out at five lanes (2 through lanes in each direction with a median lane) The full-build-out at five lanes has completed required air conformity analysis and is modeled in the 2018 RTP Motor Vehicle network. The project is capacity enhancing and considered a regionally significant project.</p> 
<p>Additional Details:</p>	<p>The purpose of ODOT's "Immediate Opportunity Fund" (IOF) is to support primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created</p>

	<p>state funding for immediate economic opportunities with certain motor vehicle gas-tax increases.</p> <p>Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.</p> <p>The IOF is designed to meet the following objectives:</p> <ul style="list-style-type: none"> <li>• Provide needed street or road improvements to influence the location, relocation or retention of a firm in Oregon.</li> <li>• Provide procedures and funds for the Oregon Transportation Commission (OTC) to respond quickly to economic development opportunities.</li> <li>• Provide criteria and procedures for Business Oregon, other agencies, local governments and the private sector to work with the Oregon Department of Transportation (ODOT) in providing road improvements needed to ensure specific job development opportunities for Oregon or to revitalize business or industrial centers.</li> </ul> <p>There are a total of four classifications of IOF eligible projects (A through D) The Hillsboro Huffman St awarded project is classified as a Type A IOF eligible project: This is defined as a business's decision to locate, relocate or expand hinges on an immediate commitment of road construction resources to construct the road improvement project.</p> <p>The direct benefits in terms of "primary" jobs created or retained by the development through the construction of a road improvement have been demonstrated. The jobs created by the development must be "primary" jobs, such as manufacturing, production, warehousing, distribution, or others that create new wealth for the Oregon economy and support development of at least one of the state of Oregon's strategic key industries, which have been identified by the Oregon Business Development Commission as being key to the state's economic vitality, growth and diversification. Normally, retail and service jobs do not meet this definition.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.</p>
<p>Total Programmed Amount:</p>	<p>The project programming totals \$2 million dollars all in the construction phase.</p>
<p>Added Notes:</p>	<ul style="list-style-type: none"> <li>• MTIP and STIP programming are occurring now as the planned construction phase Bid Let date is scheduled for 7/4/2021.</li> <li>• OTC approval was required and occurred during their October 2020 meeting</li> <li>• The OTC staff memo along with project location maps is included as Attachment 1</li> </ul>

<b>Project 2:</b>		<b>Risk Ranking &amp; Data Validation for Grade Crossing (New Project)</b>	
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.</li> <li>Source: New project.</li> <li>Funding: The project contains awarded federal FTA Section 5312 funding from the Safety Research and Demonstration Program plus required local match. Project Type: Research/Operational Improvements</li> <li>Location: Regional MPO -To be applied across TriMet’s MAX rail system</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: N/A</li> <li>Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: NV21-04-NOV</li> <li>OTC approval was not required for this amendment.</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the new Federal Transit Administration (FTA) Section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now o enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible.</p> <p>The grant award is from the FTA Safety Research &amp; Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program. TriMet’s grant award is one of 10 projects nationwide funded under the Safety Research and Demonstration Program (SRDP) and Bus Operator Compartment Program (BOCP). The funding allocation from these two sources totaled \$9.1 in competitive allocations.</p> <p><b>Risk Ranking &amp; Data Validation for Grade Crossing Project:</b> (Source: TriMet Grant Application)</p> <p>Since 1986, there have been 41 fatalities related to collisions between MAX trains and pedestrians (including suicides and trespassers), bicyclists or motor vehicles.</p> <p>An evaluation of TriMet Pedestrian Grade Crossing Safety conducted in May of 2019 found that TriMet is leading the industry in Rail Grade crossing safety practices, and that TriMet's rate of fatalities per Light Rail vehicle revenue mile was well below comparable industry averages between 2007 and 2015.</p>		



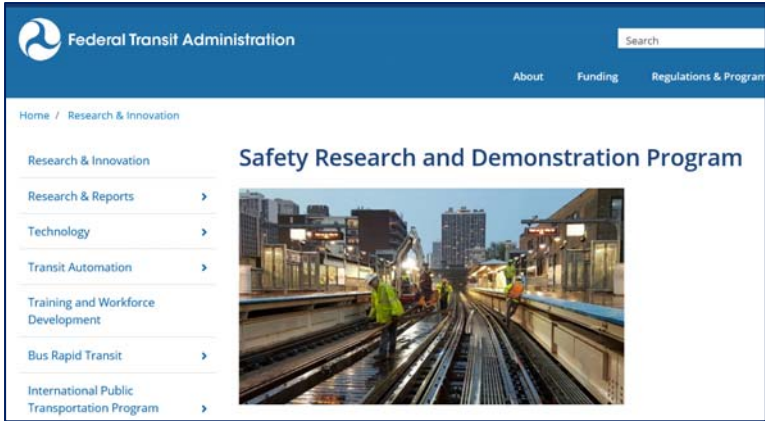
TriMet strives for continuous improvement and increased safety. Through effective data collection, TriMet captures data from a variety of sources including reported and documented near misses through an accident/incident database, an additional incident management database, a request for safety analysis process for internal concerns and hazard, and a Service Improvement Process database for collecting information from customer facing inputs. All of these sources inform operator training and design of safety improvements. In addition, new sources of data input are on the horizon as technology evolves, data management practices change and customers find new ways to communicate.

A more unified and modular approach is needed to ensure that all data is being correctly aggregated and weighted, investments in safety are being directed to the highest need locations, and the appropriate level of intervention and design is applied to achieve optimal safety outcomes for TriMet and the people who use the TriMet system. Currently, data is gathered episodically from the individual data sources at the time an new grade crossing safety project is commenced and decisions on site selection and design interventions, while made based on data, are still reliant on more qualitative measures and the process could be improved by providing additional tools for quantitative evaluation of grade crossings using a multi-factor analysis that includes measures from all available data sources.

TriMet will develop a Risk Ranking Methodology and Tool for grade crossing safety improvements. The tool will allow TriMet to effectively aggregate a broad range of data inputs, statistically analyze, evaluate risk at shared corridor grade crossings and prioritize and appropriately scale investments in safety upgrades based on quantitative multi-factor risk rankings. Following development, the efficacy and accuracy of the tool will be validated by conducting an inventory of TriMet grade crossings and current safety enhancements, and deployment of real-time Video Content Analytics on cameras at grade crossings. The demonstration of real-time video content analytics that provide situational awareness and documentation of changes in conditions that indicate relative risk increases at or near grade crossings is innovative as a practice on its own. The utility of the software is increased by using it to validate risk assessments that are used to determine project selection and investments in safety upgrades.

The tool will initially be used to evaluate TriMet's Blue Line grade crossings. Attention will be given to comparing the performance of grade crossings that benefited from safety upgrades as part of prior focused investment in Rail Pedestrian Safety Enhancements (RPSE) and crossings that may still need improvement.

The Risk Ranking Tool will be designed to achieve optimal interoperability with data inputs, understanding that data gathering tools and systems will evolve. This will provide transferability for use on additional TriMet alignments and at other transportation agencies. Demonstration and validation of the tool will allow FTA, through a cooperative agreement to

	advise TriMet on broader industry needs so they are considered during the design and validation process.
Additional Details:	 <p>The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards.</p> <p>The goals of FTA’s safety research are to:</p> <ul style="list-style-type: none"> <li>• Improve public safety by reducing transit-related injuries, fatalities, safety events, and enhance system reliability by testing promising new technologies, designs and practices.</li> <li>• Assess ways to promote better public transit safety cultures through the adoption of voluntary safety standards and best-practices.</li> </ul> <p>The primary objectives of the SRD Program are to assist rail transit agencies to:</p> <ul style="list-style-type: none"> <li>• Explore advanced technologies, designs and/or practices to mitigate and prevent safety hazards on rail transit systems.</li> <li>• Evaluate cost-effectiveness and practicability of potential solutions.</li> </ul>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The total programming amount (5312 + local funds) is \$1,075,506
Added Notes:	A Funding award summary is included as Attachment 2 to the Staff Report

<b>Project 3:</b>	<b>Durham Rd/Upper Boones Ferry Rd. OR99W - I-5</b>		
Lead Agency:	<del>Tigard</del> Washington County		
ODOT Key Number:	<b>18311</b>	MTIP ID Number:	70647
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> <li>• Proposed improvements:</li> </ul>		

	<p><del>Design upgrades to signal hardware and communication. Add adaptive signal timing and detection</del></p> <p><b>Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.</b></p> <ul style="list-style-type: none"> <li>• Source: Existing project</li> <li>• Funding: The project includes Metro federal allocated Surface Transportation Program funds and local funds</li> <li>• Project Type: TSMO/Operations</li> <li>• Location: On SW Durham Rd and Upper Boones Ferry Rd in Tigard</li> <li>• Cross Street Limits: OR99W to I-5</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: NV21-04-NOV</li> <li>• OTC approval required: No</li> <li>• Red Flag Delivery Issues: Yes. See below narrative.</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COST INCREASE</b></p> <p>Key 18311 is a Transportation Management and Systems Operations improvement project funded with Metro allocated federal funds. The Lead agency through the Preliminary Engineering Phase has been the city of Tigard.</p> <p>The main scope of work will add adaptive signal timing and detection In Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections.</p> <p>The amendment addresses a cost increase and change in lead agency delivery for the construction phase. The updated construction cost estimate reflects the inflation costs being significantly more than originally anticipated. The last Project Change Request (PCR) increased the project scope by adding a pedestrian signal which resulted in increased construction costs. The pedestrian signal has been verified by a traffic analysis. The “Other” phase needs to be increased to include a Benefit Report to document the adaptive system's effects on the corridor's traffic. Software will be purchased during the other phase. Additional costs being added to fully fund each phase of work.</p> <p>The project is considered an older project that has not progressed satisfactory through the federal transportation delivery process. The project has been delayed due to cost and design issues as noted above. The project was first programmed in 2015 in the 2015-18 MTIP with the Other phase obligating in 2015 and the PE phase obligating in 2016. As of five plus years later, the project is only now at the 60% design level and still has not completed the Preliminary Engineering (PE) phase. The project has</p>

	<p>slipped into its third MTIP without completing PE. The acceptable length of a PE phase to complete NEPA and final design is normally two years unless external environment obstacles emerge. The project has also required 11 prior amendments as well.</p> <p>As part of the amendment, Washington County has agreed to take over the delivery status as lead agency and provide the remaining local funding to address the Other phase and Construction phase funding shortfalls. Metro staff greatly appreciates Washington County’s support and their efforts working with ODOT to resolve the project funding shortfall and get the project back on an acceptable delivery schedule ensuring the construction phase federal funds do not lapse.</p> <p>Staff believes that through Washington County’s efforts and this 12<sup>th</sup> amendment, the required cost corrections to the Other and Construction phase will return the project to a construction phase obligation before the end of FY 2021 (September 30, 2021).</p>
<p>Additional Details:</p>	<p>Under the new statewide Obligation Targets program for MPO Transportation Management Agencies (TMA), older projects with federal funds programmed before 2020, and were slipped into FY 2020 but did not obligate their federal funds by the end of FY 2020, are identified to now have their remaining unobligated federal funds lapse if not obligated by the end of FY 2023 (as of September 30, 2023). The phase funding lapse condition applies to Key 18311, Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 project. The Construction phase is programmed in 2021 and the construction phase is now expected to obligate before the end of FY 2021. If the funds do not obligate before the end of FY 2023, they will lapse and be returned to ODOT.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, for projects that cost \$1 million or above, a formal/full amendment is required when the cost increase is above 20%. For this project the cost increase equals 23.9%.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount increases from \$1,504,286 to \$1,865,015 which represents a \$360,729 increase to the project and primarily to the construction phase.</p>
<p>Added Notes:</p>	<p>Project location maps included in Attachment 3 with an MTIP Amendments summary included as Attachment 4.</p>

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
  - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.

ODOT-FTA-FHWA Amendment Matrix	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
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.	

- 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.
- 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 November 2020 Formal MTIP amendment (NV21-04-NOV) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	October 21, 2020
● TPAC notification and approval recommendation.....	November 6, 2020
● <b>JPACT approval and recommendation to Council.....</b>	<b>November 19, 2020</b>
● Completion of public notification process.....	November 19, 2020
● Metro Council approval.....	December 3, 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.....	December 8, 2020
● Submission of the final amendment package to USDOT .....	December 8, 2020
● ODOT clarification and approval.....	Mid - December, 2020
● USDOT clarification and final amendment approval.....	Early January, 2021

Added Note: Due to the holidays, final USDOT project approvals within the November 2020 Formal Amendment Bundle could be delayed until early to mid-January 2021. It is also possible final approvals could occur earlier in December if final reviews are completed in time for USDOT to approve the project(s) before holiday breaks occur.

**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, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**TPAC requests JPACT approve Resolution 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle and provide an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.**

- TPAC notification and approval date: November 6, 2019

Attachments:

1. OTC Staff Report Project Location Map for Key 22314
2. Attachment 2: FTA Safety Award Notification
3. Project Location Map for Key 18311
4. MTIP Amendment History Summary for Key 18311



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** September 30, 2020

**TO:** Kristopher W. Strickler  
Director

**FROM:** Rian Windsheimer  
Region 1 Manager

**SUBJECT:** **Agenda/Consent XX** - Request to approve \$1,000,000 of Type A Immediate Opportunity Funds (IOF) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30<sup>th</sup> Avenue in the Hillsboro Technology Park.

**Requested Action:**

Approve awarding \$1,000,000 of Type A [Immediate Opportunity Funds \(IOF\)](#) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30<sup>th</sup> Avenue, and adding the project to the 2021-2024 Statewide Transportation Improvement Program (STIP).

**STIP Amendment Funding Summary**

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
<b>TOTAL</b>	<b>\$2,724,748</b>	<b>\$2,724,748</b>

**New project:**

Northeast Huffman Street Improvement Project (City of Hillsboro) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2021	\$0	\$2,000,000
<b>TOTAL</b>		<b>\$0</b>	<b>\$2,000,000</b>

**Background:**

The Hillsboro Technology Park includes over 800 acres of vacant land designated for industrial development and focused on firms in the targeted clusters of high technology, clean tech, and advanced manufacturing. Within the last two years, the City of Hillsboro has made significant investment in preparing this area for development. All but two properties fronting Northeast Starr Boulevard have been purchased by industrial users.



A traded sector high technology manufacturer has expressed significant interest in developing a research and development facility and a training facility on an industrial site in the Technology Park with construction beginning in late 2020 and fully operational by 2023. The manufacturer will create 100 new FTE positions at the project site within 5 years of completion of the project. The majority of positions will pay over the County average wage. The extension of Northeast Huffman Street and Northeast 30th Avenue will provide the transportation improvements needed to recruit the manufacturer. The transportation improvements will also attract other development opportunities at the Hillsboro Technology Park. The City has also seen interest from corporate headquarters entities as well as manufacturing, which could bring an additional 300-400 jobs to the Technology Park.

**Proposed Project:**

The extension of Northeast Huffman Street and Northeast 30th Avenue project in the Hillsboro Technology Park will provide a safe multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Northeast Huffman Street. The scope of work consists of 2,600 lineal feet of Northeast Huffman Street from its current westerly terminus at Northeast Starr Boulevard to the intersection (hammerhead) with Northeast 30th Avenue, approximately 650 lineal feet of 30th Avenue, and consists of improvements described below:

- Provide concrete pavement width for 34' roadway extending Northeast Huffman Street
- Bi-directional travel
- Develop storm water collection conveyance and management along Northeast Huffman Street and hammerhead portions of Northeast 30<sup>th</sup> Avenue
- 2- 12' travel lanes
- 2- 6' interim shoulders
- 2- interim 1' mountable curbs and associated storm water management

Benefits of the project would include:

- Positioning industrial sites closer toward development-ready status
- Providing a location to recruit key industry/traded sector businesses and/or provide expansion options in an effort to retain local traded sector businesses
- Providing transportation access to adjacent industrial sites
- Continuing to build a transportation network throughout the industrial area
- Offering an industrial site to a global semiconductor equipment manufacturer to expand and retain their presence in Hillsboro, and also create more jobs
- Providing further international exposure to Hillsboro, from visiting U.S. and overseas key industry business executives to this premiere facility

**Immediate Opportunity Fund Program Type:**

This project falls under the category of Type A: Benefits in terms of specific economic development projects that affirm job creation opportunities.

**How the Project Meets Immediate Opportunity Fund Criteria:**

The Immediate Opportunity Fund grant represents 12% of the estimated cost for the road improvements, site work, and necessary utilities. The remaining funds are provided by the Hillsboro Economic Development council, the agency that administers the North Hillsboro Industrial Renewal Area. The funds provided by the Immediate Opportunity Fund grant would include paying for grading, concrete paving, and concrete curbs/gutters. The road project will be advertised through the City of Hillsboro public bid process.

The proposed Northeast Huffman Street extension project is consistent with the Transportation System Plan adopted by the city of Hillsboro.

- This project is projected to create approximately 100 technical manufacturing, and management-level jobs with an average annual salary exceeding \$105,000.
- The road improvements will be in the public right-of-way and will be owned and maintained by the city of Hillsboro.
- The road improvements will serve general transportation needs and conform to access management policies.
- The road improvement project and the development meet all necessary land use and environmental requirements. Permits for the project and development are in the process of being obtained and there are no known issues that will prevent issuance of the permits.
- The project is consistent with the regional priorities for community and economic development developed by the relevant Regional Solutions Advisory Committee.

**Options:**

With approval, \$1,000,000 in IOF funds will be awarded to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30<sup>th</sup> Avenue, which will improve transportation flow and business access.

Without approval, the traded sector high technology manufacturer may consider other competing locations.

**Attachments:**

- Attachment 1 – Location & Vicinity Map
- Attachment 2 – Business Oregon Recommendation to ODOT for IOF Award to the City of Hillsboro

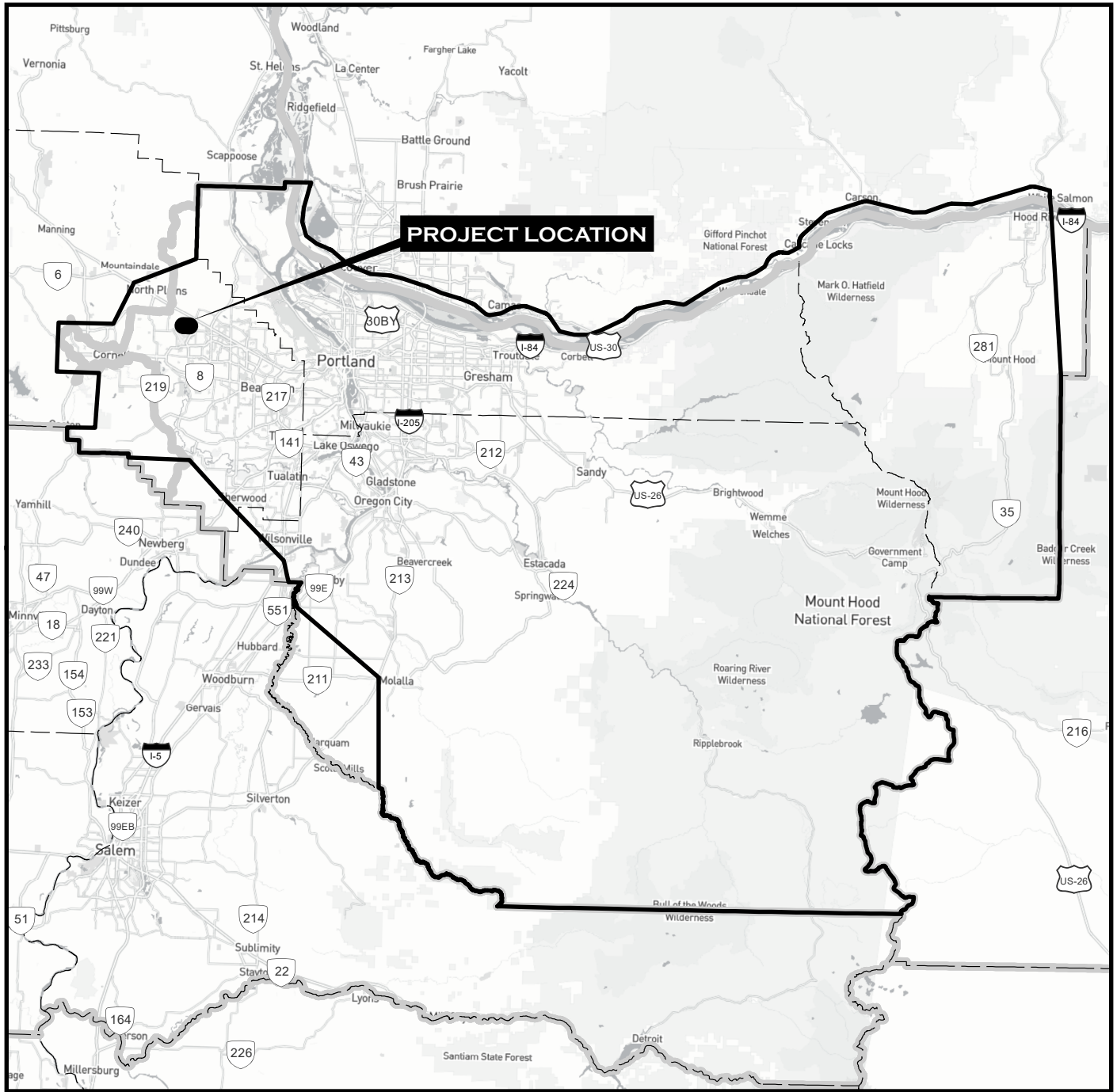
**Copies to:**

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Alice Bibler	Rian Windsheimer
Tova Peltz	Jon Makler	Talena Adams	Gabriela Garcia
Vanessa Vissar	Cecelia Gilbert	Matt Freitag	Hope Derrickson

Always the following: “Jerri Bohard, Travis Brouwer, Copper Brown, Lindsay Baker and Jess McGraw” Other interested stakeholders: (Region Manager(s), Division Administrator(s), others, etc.)





# PROJECT VICINITY

## ODOT REGION 1







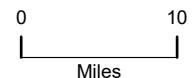
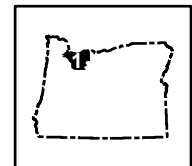
### NE HUFFMAN ST IMPROVEMENT PROJECT (CITY OF HILLSBORO) KEY NO. TBD

#### STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

#### BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES

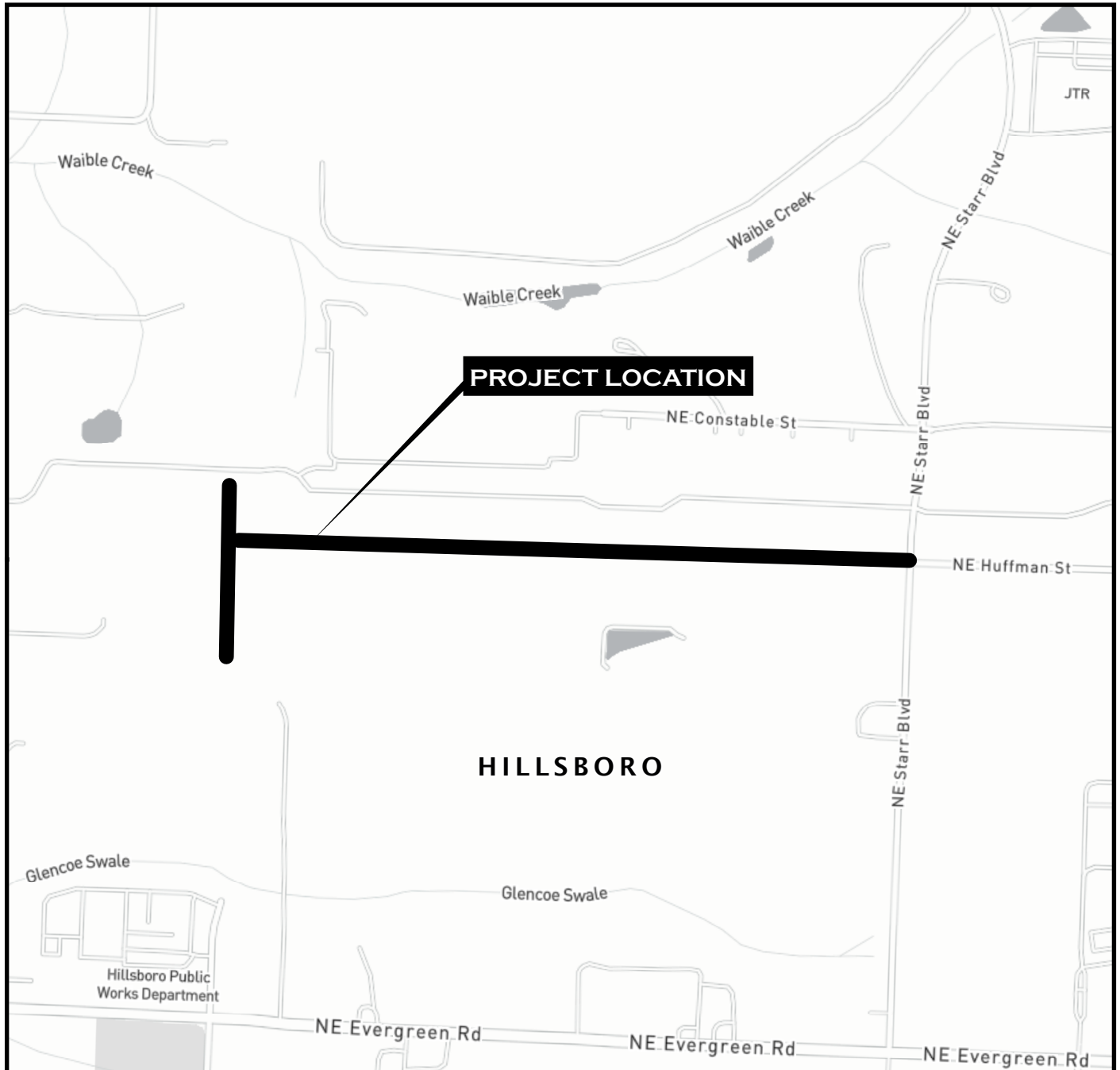


PRODUCED BY ODOT - GIS UNIT  
ODOTMaps@odot.state.or.us  
GIS NO. 23-52

DATE: 9/30/2020

# PROJECT LOCATION

## ODOT REGION 1



**ACT:** Region 1 ACT

**COUNTY:** Washington

**CITY:** Hillsboro

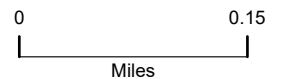
### NE HUFFMAN ST IMPROVEMENT PROJECT (CITY OF HILLSBORO) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- LOCAL ROADS
- PROJECT LOCATION

BOUNDARIES

- ODOT REGION
- COUNTY
- ACT BOUNDARY
- HYDROLOGIC FEATURES



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ODOTMaps@odot.state.or.us  
GIS NO. 23-52

**DATE: 9/30/2020**

Attachment 2: SRD and BCP Funding Award Summary

 An official website of the United States government [Here's how you know](#) 

Find the Latest Information on the Coronavirus/COVID-19 at [ETA's Coronavirus landing page](#).

United States Department of Transportation

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- [Bus Operator Compartment Program](#)

**Contact Us**

Office of Research, Demonstration and Innovation  
Federal Transit Administration

# Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program Project Selections, FY2018-19

State	Project Sponsor	Project Description	Funding Amount	Project
IL	Chicago Transit Authority (CTA)	The Chicago Transit Authority (CTA) will receive funding for a pilot project to install new safety features for the electrified third rail at Oakton Skokie Station. The rail, which powers CTA subway cars, will be buffered and feature warning labels, improving safety for transit riders and rail maintenance crews.	\$1,183,091	Safety, R and Demons Program
LA	New Orleans Regional Transit Authority (NORTA)	The New Orleans Regional Transit Authority (NORTA) will receive funding to study the implementation of adding shields and barriers on its bus fleet to protect its bus operators. NORTA will work with its bus operators to secure feedback on the implementation of this project and install a prototype for field testing.	\$600,000	Bus Ope Compart Program
MD	Maryland Department of Transportation (MDOT)	The Maryland Department of Transportation (MDOT) will receive funding to expand its track warning and detection pilot program to five additional stations in the Baltimore Metro system. The technology will instantly alert train operators when someone is on the tracks.	\$675,000	Safety, R and Demons Program

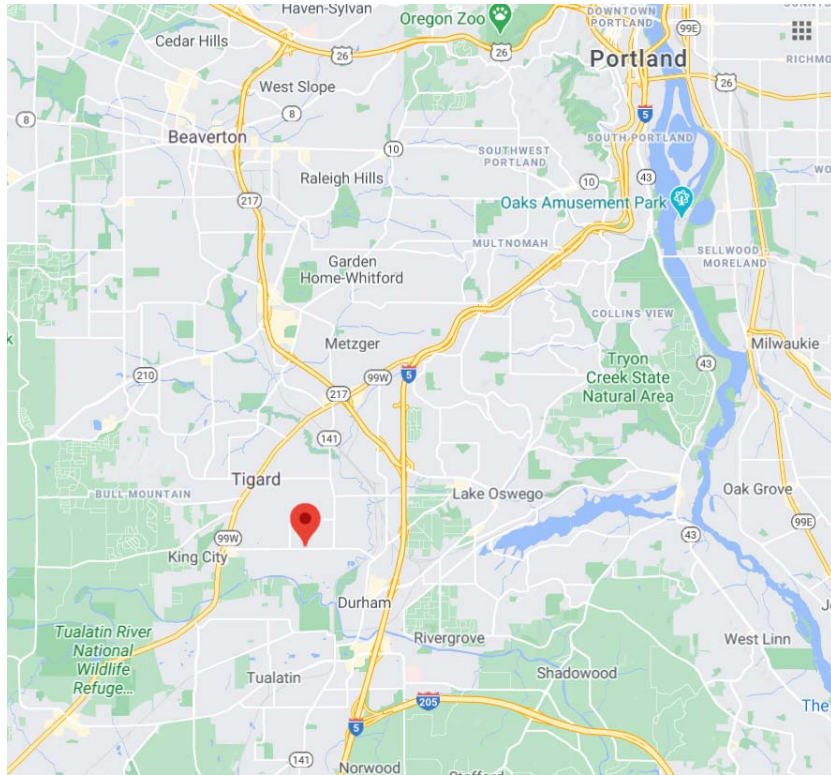
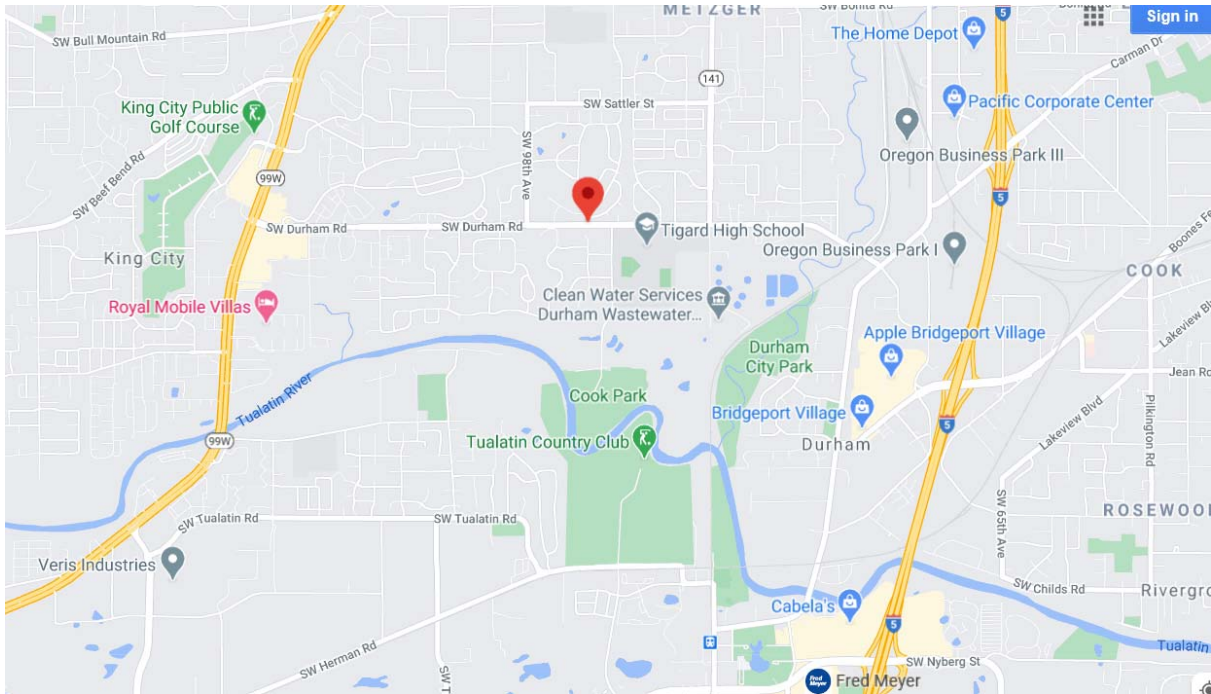
1200 New Jersey Avenue,  
S.E.  
Washington, DC 20590  
United States

**Phone:** 202-366-4052  
**Business Hours:**  
8:30 a.m.-5 p.m. ET, M-F

State	Project Sponsor	Project Description	Funding Amount	Project Pri
MD	International Transportation Learning Center	The International Transportation Learning Center based in Silver Spring, Maryland, will receive funding to redesign a transit bus compartment to improve safety for drivers. By designing a barrier, the compartment will minimize operator assaults and maintain positive passenger interactions through mirrors and lighting.	\$1,000,000	Bus Operat Compartment Program
NJ	Rutgers, The State University Of New Jersey	Rutgers University in New Jersey will receive funding to research and analyze trespasser detection at New Jersey Transit highway rail crossings to reduce fatalities. New Artificial Intelligence (AI) technology will gather data and help transit agencies develop trespasser avoidance solutions.	\$357,072	Safety, Res and Demonstra Program
NY	Metropolitan Transportation Authority (MTA)	The Metropolitan Transportation Authority (MTA) in New York will receive funding to research state-of-the-art bio-mechanics modeling to help save lives with modern, energy-absorbing materials to reduce injuries and fatalities following collisions involving people and trains.	\$3,450,907	Safety, Res and Demonstra Program
NC	City of Charlotte	The City of Charlotte, (Charlotte Area Transit System) in North Carolina will receive funding to install signs and develop a safety public education campaign for the CityLYNX Gold streetcar line. The project will educate riders and residents about the importance of pedestrian safety along the route.	\$56,080	Safety, Res and Demonstra Program
OR	Tri-County Metropolitan Transportation District Of Oregon (Tri-Met)	Tri-Met in Portland Oregon, will receive funding to design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.	\$825,506	Safety, Res and Demonstra Program
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia, Pennsylvania will receive funding to install an automated employee protection system, allowing rail transit workers to enhance their safety while working on the tracks.	\$742,000	Safety, Res and Demonstra Program
UT	Utah Transit Authority (UTA)	The Utah Transit Authority (UTA) in Salt Lake City, Utah will receive funding to identify strategies to prevent and mitigate suicides along UTA's FrontRunner commuter rail system & TRAX light rail corridors.	\$224,000	Safety, Res and Demonstra Program



Key 18311  
Durham Rd/Upper Boones Ferry Rd. OR99W - I-5  
Project Location Map



Attachment 4: Key 18311 MTIP Amendment History

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |

[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

**ODOT Key: 18311 | MTIP ID: 70647**  
 Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 - Cycle 2021-26

[add a new amendment](#)

amendment	type (adm/res)	request date	agency	requested by	metro approval date	
<a href="#">624</a>	Administrative	01/11/2013	Tigard	Transport	01/18/2013	<a href="#">delete</a>
<a href="#">724</a>	Administrative	12/06/2013	Washington County	Ted Leybold	01/30/2014	<a href="#">delete</a>
<a href="#">787</a>	Administrative	06/12/2014	Tigard	Michele Thom	06/20/2014	<a href="#">delete</a>
<a href="#">855</a>	Administrative	09/26/2014	Tigard		12/03/2014	<a href="#">delete</a>
<a href="#">979</a>	Administrative	07/21/2015	Tigard	Michele Thom	08/12/2015	<a href="#">delete</a>
<a href="#">1085</a>	Administrative	10/27/2015	Tigard	Vaughan Rademeyer	12/07/2015	<a href="#">delete</a>
<a href="#">1188</a>	Administrative	08/19/2016	ODOT	Vaughan Rademeyer	08/22/2016	<a href="#">delete</a>
<a href="#">1768</a>	Administrative	09/23/2019	Tigard	Gabriela Garcia	10/03/2019	<a href="#">delete</a>
<a href="#">1831</a>	Administrative	12/27/2019	Tigard	Ken Lobeck	12/27/2019	<a href="#">delete</a>
<a href="#">1858</a>	Administrative	03/06/2020	Tigard	Ken Lobeck	03/06/2020	<a href="#">delete</a>
<a href="#">1879</a>	Administrative	05/17/2020	Tigard	Ken Lobeck	05/17/2020	<a href="#">delete</a>

Key 18311 MTIP Amendments History					
Num	System ID	Amendment Number	Type	Approval Date	Actions
1	624	AMND13-51A	Administrative	01/22/2013	Transfer \$600K in Regional STP funds from TSMO bucket (K18012) to create a new project (\$125K for PE in 2014 and \$475K for CN in 2015).
2	724	AMND14-33A	Administrative	12/10/2013	Cancel K18311 and transfer federal funds to K17461 (Sherwood, Tualatin and Tigard ATMS)
3	787	AMND14-91A	Administrative	06/12/2014	Reestablish the project by transferring \$1,114,454 from K17461 (\$1,000,000 fed). Change the project name
4	855	N15-25	Administrative	09/26/2014	Slip Preliminary Engineering (PE) phase to 2015.
5	979	STIPFP15-86A	Administrative	08/20/2015	Create an OTHER phase and slip Construction phase and PE to 2016.
6	1085	N16-6	Administrative	12/07/2015	Slip Construction phase to 2017
7	1188	STIPFP16-62A	Administrative	08/31/2016	Amend K18311 Durham Rd/Upper Boones Ferry Rd: OR99W - I-5 to increase PE to \$324,641 by moving \$123,641 from Construction and adding \$123,641 agency funds to keep Construction at the same funding level.
8	1768	AB19-20-SEP1	Administrative	09/23/2019	PHASE SLIP - September 2019 Admin Mod: Slip Construction phase and funding from 2019 to 2020. Construction phase slip due to ongoing assessment of ADA triggers and required ADA work not included in scope and funding plan. Total project cost remains unchanged at \$1,238,095. -
9	1831	AB20-05-DEC2	Administrative	12/27/2019	Slip Construction phase to 2021
10	1858	AB20-09-MAR1	Administrative	03/06/2020	COST INCREASE: \$185k shifted from Construction phase to Other phase to address funding shortfall. Local funds backfilled Construction phase.
11	1879	AB20-11-MAY1	Administrative	05/17/2020	MINOR COST INCREASE The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.
12	TBD	NV21-04-NOV (Current Amendment)	Formal	Pending	Cost Increase: Change the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%)



## **5.2 Consideration of October 15, 2020 JPACT Minutes**

*Consent Agenda*

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



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
October 15, 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  
Scott Langer  
Temple Lentz  
Chloe Eudaly  
Rian Windsheimer  
Curtis Robinhold

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  
Washington State Department of Transportation  
Clark County  
City of Portland  
Oregon Department of Transportation  
Port of Portland

MEMBERS EXCUSED

Jamie Kranz  
Carley Francis  
Nina DeConcini

AFFILIATION

Cities of Multnomah County  
Washington State Department of Transportation  
Oregon Department of Environmental Quality (ODEQ)

ALTERNATES PRESENT

Michael Orman

AFFILIATION

Oregon Department of Environmental Quality (ODEQ)

OTHERS PRESENT: None

STAFF: Margi Bradway, Carrie MacLaren, Nubia Milpas Martinez, Grace Cho, Ted Leybold, 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 provided instructions on how to properly participate in the virtual meeting.

2. **PUBLIC COMMUNICATION ON AGENDA ITEMS**

Danielle Maillard testified on the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). She raised concerns about the environmental impacts of the proposed freeway expansion.

Micah Bishop testified on the 2021-24 MTIP. He shared concerns about the proposed freeway expansion.

Chris Smith testified on the 2021-24 MTIP. He shared concerns about the proposed freeway expansion and recommended that staff continue discussions on the expansion.

3. **UPDATES FROM THE CHAIR AND JPACT MEMBERS**

Chair Craddick introduced Margi Bradway to provide an update on traffic fatalities within Clackamas, Multnomah, and Washington County.

Ms. Bradway shared the names and ages of victims during the month of September: Daniel, 35, Timothy, 52, Damien, 45, Dakota, 20, Christopher, 36, Alberto, 35, Nicholas, 16, Jessica, 46, Martin, 81, Alijah, 25, and an unknown person.

Rian Windsheimer announced that there was a Statewide Transit Improvement Program (STIP) webinar on November 2, 2020, and an Oregon Community Path's Program webinar on October 15, 2020.

Commissioner Paul Savas noted that the production of vehicles reliant on fossil fuels was declining.

Councilor Bob Stacey expressed support for the development of a metric to track carbon emissions in the region.

#### **4. CONSENT AGENDA**

Mayor Knapp moved to remove item 4.1 from the Consent Agenda.

The item was removed from the consent agenda.

#### **5. INFORMATION AND ITEMS**

##### **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):**

Ms. Bradway explained that project number 2 within the amendment bundle sought to install signs and technology to capture traffic statistics and improve operations on Oregon Highway 217. She noted that this amendment request came from the Oregon Department of Transportation (ODOT).

Rian Windsheimer expanded on the proposed highway improvements. He explained that the improvements addressed highway safety.

Councilor Stacey recommended that the Oregon Highway 217 amendment be removed from the amendment bundles.

Commissioner Savas expressed support for the safety improvements within the amendment.

**MOTION:** Mayor Roy Rogers moved to adopt the consent agenda.

**ACTION:** With all in favor, motion passed.

##### **5.1 2024-2027 State Transportation Improvement Program (STIP) - MPO Comment Letter**

Chair Craddick introduced Ted Leybold, Metro Staff, and Grace Cho, Metro Staff, to present on the Metropolitan and State Transportation Improvement Program

*Key elements of the presentation included:*

Mr. Leybold provided a brief overview of the Metropolitan and State Transportation Improvement Programs. He explained that these programs were the U.S. Department of Transportation's direction on federal transportation funding allocation. He noted that the programs included rules for allocation which encouraged cooperative processes, support of planning objectives, and fiscal accountability. Mr. Leybold explained that the rules identified lead agencies for allocation of federal revenues and the lead agency for development of MTIP and STIP.

Mr. Leybold outlined the MTIP and STIP process elements. He noted that these processes take approximately 3 years to complete. He stated that these processes begin with revenue forecasts. Mr. Leybold explained that allocation programs and the distribution of revenues for them are then defined. He then stated that the Metropolitan Planning Organizations (MPOs) review the funding program allocations, documentation of compliance, and amendments to programming.

Mr. Leybold provided a brief overview of STIP. He explained that ODOT was the administer of the STIP, and ODOT also cooperated on development of Transportation Investment Programs (TIPs) in MPO areas. Mr. Leybold added that STIP provides direction to ODOT to lead allocation programs and their revenue amounts, and designated STIP oversight to the Oregon Transportation Commission.

Mr. Leybold provided a brief overview of MTIP. He explained that MTIP is the urban portion of the STIP. He added that the MTIP is developed and led by the MPO. Mr. Leybold then explained that the MTIP is incorporated into the STIP and includes approval of ODOT led allocations located in an MPO area. He noted that oversight of the MTIP is provided by JPACT and the Metro Council.

Ms. Cho explained the Oregon Transportation Commission had begun discussing the revenue that would be allocated across six different program funding categories. She explained that the Commission had introduced an outcomes-based performance evaluation to assess how different funding scenarios would allow the Commission to achieve their key desired outcomes.

Ms. Cho reviewed the Commission's funding category allocation scenarios. She explained that the MPO Comment Letter would ask the commission to continue a transparent process and give stakeholders enough time to provide feedback for upcoming decisions, provide direction to address the comprehensive needs of arterials in the Portland region, and to continue to develop and invest in the highway

system in the Portland region in a manner that reflects community values and public input.

*Member discussion included:*

- Mayor Knapp asked for clarification on the recommendation outlined the in MPO Letter. He recommended that staff incorporate specific recommendations.
- Councilor Stacey expressed support for the Letter and recommended that staff include specific examples alongside each request.
- Commissioner Savas asked if there was opportunity for a project to be joint funded by MTIP and STIP. He noted the need for safety enhancements in the region.
- Commissioner Rogers expressed support for the letter. He advocated for greater inclusion of rural input within the MPO Letter.
- Commissioner Chloe Eudaly raised concerns about the Rose Quarter project.

Councilor Stacey moved for staff to edit the letter to reflect discussion and submit the letter without further JPACT review.

**MOTION TO AMEND:** Mayor Knapp moved to amend the motion and have staff distribute the letter to JPACT members for review.

**ACTION ON MOTION TO AMEND:**

**Aye** – Commissioner Roy Rogers, Paul Savas, Mayor Denny Doyle, Tim Knapp, Doug Kelsey,

**Ney** – Commissioner Jessica Vega Pederson, Chloe Eudaly, Curtis Robinhold, Councilor Craig Dirksen, Councilor Bob Stacey, Mayor Anne McEnery-Ogle, Councilor Temple Lentz,

**Abstentions** – Rian Windsheimer, Michael Orman, Carley Francis,

The motion fails.

**ACTION:**

**Aye** – Commissioner Jessica Vega Pederson, Commissioner Paul Savas, Commissioner Chloe Eudaly, Mayor Denny Doyle, Mayor Tim Knapp, Rian Windsheimer, Doug Kelsey,

Michael Orman, Councilor Craig Dirksen, Councilor Bob Stacey, Carley Francis, Mayor Anne McEnerny-Ogle, Councilor Temple Lentz

**Ney** - None

**Abstentions** - Commissioner Roy Rogers

The motion passes.

6. **ADJOURN**

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,

A handwritten signature in black ink that reads "Nubia Milpas Martinez". The signature is written in a cursive, flowing style.

Nubia Milpas Martinez  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 15, 2020**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
2.0	Testimony	10/15/20	Testimony from Maggie Myers	101520j-01
2.0	Testimony	10/15/20	Testimony from Fast Beaverton	101520j-02
3.0	Presentation	10/15/20	JPACT Fatal Crash Update	101520j-03
5.1	Presentation	10/15/20	2024-2027 Metropolitan and State Transportation Improvement Program	101520j-04



# Oct. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties\*

Christopher, 27, walking, Multnomah County, 10/30/20

Jonathan, 36, motorcycling, Clackamas County, 10/26/20

Unknown, motorcycling, Multnomah County, 10/22/20

Devontay, age unknown, driving, Multnomah County, 10/22/20

Colins, 18, and Mauesby, 19, driving, Multnomah County, 10/18/20

Eric, 47, walking, Washington County, 10/12/20

Unknown, driving, Multnomah County, 10/10/20

~~Unknown~~ Green and Chavez (two fatalities), walking, Multnomah County, 10/10/20

Ryan, 37, driving, Multnomah County, 10/10/20

Brian, 24, motorcycling, Multnomah County, 10/9/20

Timothy, 41, motorcycling, Multnomah County, 10/9/20

Alexander, 33, driving, Clackamas County, 10/8/20

Andrew, 26, motorcycling, Multnomah County, 10/4/20

Unknown (two fatalities), driving, Multnomah County, 10/1/20



\*ODOT preliminary fatal crash report, as of 11/03/20





# Interstate Bridge Replacement Program

November 19, 2020



**Greg Johnson**  
Program Administrator  
*Interstate Bridge  
Replacement Program*

# Recent Work And Upcoming Milestones



**Dec. 1, 2020:**

Progress report, draft conceptual finance plan

**June 30, 2021:**

Significant progress toward beginning federal environmental process

- Hire program administrator: *On board as of July*
- Hire consultant team: *On board as of September*
- Convene advisory groups: *In process*

# General Engineering Consultant

Following a competitive process, WSP was selected as the prime consultant in close partnership with Parametrix to provide specialized staffing resources to support program work

- The consultant team has committed to **surpassing the mandatory 15% Disadvantaged Business Enterprise involvement goal**, with a voluntary **goal of 20%**
- A **Diversity Lead** is tasked with ensuring the program is meeting or exceeding this goal

The team also includes a **Chief Equity Officer** to work across disciplines to ensure equity principles are embedded into the whole project

# Recent Bi-state Legislative Committee Meetings



*Each state legislature has identified eight members to provide direction and oversight to shape IBR program work*

2020 meeting dates and highlight of presentation topics:\*

- **July 16:** Review of previous Purpose & Need and Vision & Values
- **August 6:** Initial guidance on community engagement; feedback on approach to develop Purpose & Need, Vision & Values, and finance plan
- **October 1:** Review of previous transit and river crossing alternatives analyses and approach to develop new transit and river crossing alternatives
- **November 24:** Review of draft conceptual finance plan and community engagement plan
- **December** committee meeting is also anticipated

\*Agendas, presentations, and videos are available each state's committee web pages

# Executive Steering Group

- Will provide regional leadership recommendations on key IBR program issues
- Includes representatives from the 10 bi-state partner agencies with a direct delivery or operational role, as well as two community representatives:

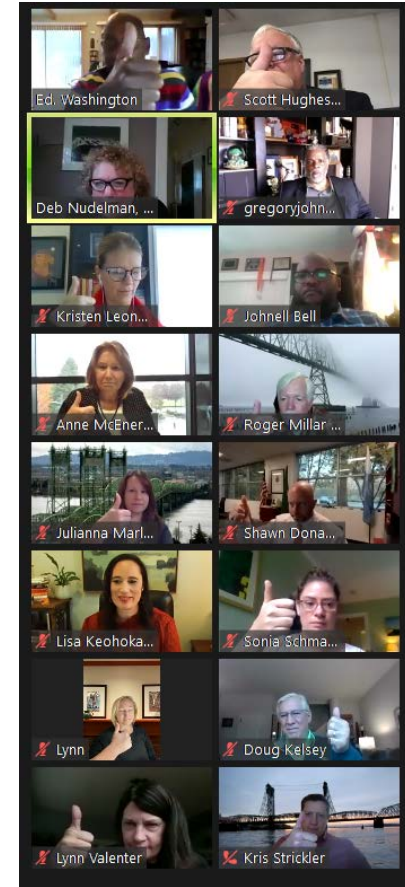
<b>ODOT:</b> Kris Strickler, Director	<b>WSDOT:</b> Roger Millar, Secretary
<b>TriMet:</b> Doug Kelsey, General Manager	<b>C-TRAN:</b> Shawn Donaghy, CEO
<b>Metro:</b> Lynn Peterson, Council President	<b>Southwest WA Regional Transportation Council:</b> Scott Hughes, Board Chair
<b>City of Portland:</b> Ted Wheeler, Mayor	<b>City of Vancouver:</b> Anne McEnery-Ogle, Mayor
<b>Port of Portland:</b> Kristen Leonard, Chief Public Affairs Officer	<b>Port of Vancouver:</b> Julianna Marler, CEO
<b>Interim Community Advisory Group Co-Chair (OR):</b> Ed Washington	<b>Interim Community Advisory Group Co-Chair (WA):</b> Lynn Valenter

# Executive Steering Group

Held the first of a two-part kickoff meeting Nov. 6

- Topics discussed:
  - Draft Executive Steering Group charter
  - Equity considerations
  - Recommended steps to form a Community Advisory Group (CAG)
- Concurrence given to move forward with outreach to convene CAG
- Meeting materials are posted online

Part two of kickoff meeting Nov. 30



# Next Steps: Early Program Development Activities



- Convene Community Advisory Group
- Finalize framework and convene Equity Advisory Group
- Implement comprehensive community engagement activities
- Develop Purpose & Need and community Vision & Values
- Identify range of alternatives to analyze





Questions?