

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, December 17, 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)**
- 2. Public Communication on Agenda Items (7:35 AM)**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Wednesday, December 16 will be provided to the committee prior to the meeting.

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

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

- 4.1 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

Attachments: [Resolution No. 20-5141](#)

[COM](#)
[20-0389](#)

- 4.2 Resolution 20-5151, For the Purpose of Amending Five Existing and Adding Six New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, ODOT, SMART, and Trimet (DC21-05-DEC) [COM](#)
[20-0388](#)
- Attachments: [Draft Resolution 20-5151](#)
[Exhibit A to Resolution 20-5151](#)
[Staff Report](#)

- 4.3 Consideration of November 19, 2020 JPACT Minutes [COM](#)
[20-0393](#)
- Attachments: [November 19, 2020 JPACT Minutes](#)

5. Action Items

- 5.1 Resolution 20-5138, For the Purpose of Accepting the Findings in the Regional Framework for Highway Jurisdictional Transfer Study [COM](#)
[20-0387](#)
- Presenter(s): John Mermin, Metro
Margi Bradway, Metro
- Attachments: [Resolution No. 20-5138](#)
[Exhibit A to Resolution 20-5138](#)

6. Information/Discussion Items

- 6.1 Recognition of Outgoing JPACT Members
- 6.2 Preview of JPACT 2021 [COM](#)
[20-039](#)
[4](#)
- Presenter(s): Margi Bradway, Metro
- Attachments: [2021 JPACT Meeting Dates Memo](#)

7. Adjourn (9:00 AM)

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

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**4.1 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**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020

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.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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.state.or.us](mailto:Mandy.Putney@odot.state.or.us)

Description

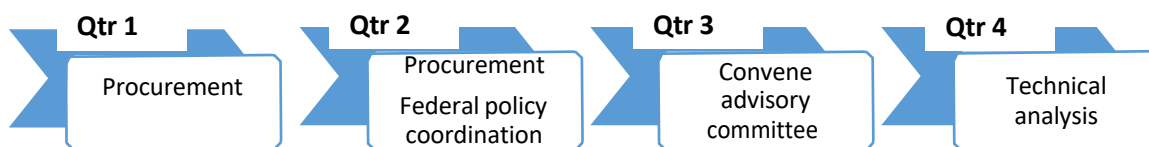
This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current 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

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

FY 2020-21 Unified Planning Work Program

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

TriMet Red Line MAX Extension TOD & Station Area Planning

Staff Contact: Bob Hastings, hastingsb@trimet.org or Jeff Owen, owenj@trimet.org

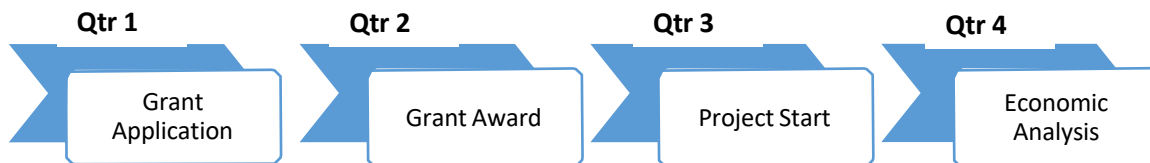
Description

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 $\frac{3}{4}$ 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.

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

Tualatin Valley Highway Transit and Development Project

Staff Contact: Elizabeth.Mros-OHara@oregonmetro.gov

Description

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.

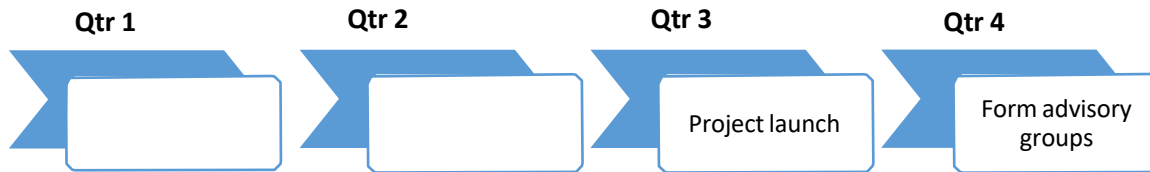
The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community 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



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**

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

Date: November 24, 2020
Department: Planning
Meeting Date: December 17, 2020

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

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.

**4.2 Resolution 20-5151, For the Purpose of Amending
Five Existing and Adding Six New Projects to the 2021-
24 Metropolitan Transportation Improvement
Program (MTIP) Impacting Clackamas County, Metro,
ODOT, SMART, and Trimet (DC21-05-DEC)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING FIVE)	RESOLUTION NO. 20-5151
EXISTING AND ADDING SIX NEW PROJECTS)	
TO THE 2021-24 METROPOLITAN)	Introduced by: Chief Operating Officer
TRANSPORTATIONIMPROVEMENT)	Andrew Scott in concurrence with
PROGRAM (MTIP) IMPACTING CLACKAMAS)	Council President Lynn Peterson
COUNTY, METRO ODOT, SMART, AND,		
TRIMET (DC21-05-DEC)		

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, Clackamas County's new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgraded up to ninety-nine older traffic signals providing central signal system upgrades, intersection and signal timing optimized improvements for all users has developed a sufficient scope and delivery budget to all MTIP and STIP programming now occur; and

WHEREAS, Clackamas County's new ATC project awarded funding will be sourced from two existing programmed Metro TSMO project grouping buckets for a total of \$735,787 of federal Surface Transportation Block Grant (STBG) funds; and

WHEREAS, ODOT's Roads Transportation Safety (ARTS) Central Systemic Signals and Illumination project grouping bucket which provides illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, and other safety improvements at various locations is completing a scope change to add two additional site locations to be included in the ARTS bucket; and

WHEREAS, ODOT's Highway Safety Improvement Program (HSIP) program grouping bucket is completing housekeeping corrective action to shift \$600,000 to ODOT's Region 1 Bike Pedestrian Crossings project which was approved as part of the 2021-24 MTIP and STIP update, but not completed when the final transition updates were accomplished; and

WHEREAS, the December 2020 Formal Amendment is adding two SMART Senior and Disabled projects from their Federal Fiscal Year (FFY) 2019 and 20220 allocations which provide ADA para-transit services to improve mobility for seniors and individuals with disabilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, the December 2020 Formal Amendment is also adding two SMART FTA Section 5339 funded projects which support the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, through this formal MTIP Amendment, TriMet's Elderly and Disabled Program (2020) project which supports ADA para-transit services to improve mobility for seniors and individuals with disabilities is being canceled from the MTIP as it did not receive FTA approval resulting in the obligation of the FTA Section 5310 funds before the end of FFY 2020 and avoided the need to slip the project to FFY 2021; and

WHEREAS, as the result of an approved fund exchange among Metro, Portland, and TriMet, and approval from the ODOT State Congestion Mitigation Air Quality (CMAQ) fund manager plus Federal Highway Administration (FHWA), Metro CMAQ funds have been swapped for local TriMet funds from a Portland project and are being committed to TriMet's planned five electric bus purchase which provides an improved air quality improvement benefit for use of the CMAQ funds; 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 December 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 funding is maintained a result of the December 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 December 4, 2020; and

WHEREAS, JPACT approved Resolution 20-5151 consisting of the December 2020 Formal MTIP Amendment bundle on December 17, 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 January 7, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 20-5151.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT



Proposed December 2020 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **DC21-05-DEC**
 Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key TBD - NEW MTIP ID TBD NEW PROJECT	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.	FY 2019-21 Metro Transportation System and Operations (TSMO) project award
Project #2 ODOT Key 19289 MTIP ID 70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	<u>SPLITFUNDS:</u> The amendment commits the remaining \$200,000 of STBG funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,	Key 19289 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #3 ODOT Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<u>SPLITFUNDS:</u> The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.	Key 20884 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #4 ODOT Key 20335 MTIP ID 70950	ODOT	Central Systemic Signals and Illumination (ODOT)	<u>SCOPE CHANGE</u> The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB	Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.

Project #5 ODOT Key 20414 MTIP ID 70970	ODOT	Road Safety Audit Implementation	<u>COST DECREASE:</u> The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project.	The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414
Project #6 ODOT Key 20866 MTIP ID 70896	SMART	SMART Senior and Disabled Program 2019	<u>ADD NEW PROJECT:</u> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #7 ODOT Key 20867 MTIP ID 70897	SMART	SMART Senior and Disabled Program (2020)	<u>ADD NEW PROJECT:</u> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #8 ODOT Key 20869 MTIP ID 70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	<u>ADD NEW PROJECT:</u> The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #9 ODOT Key 20870 MTIP ID: 70970	SMART	Smart Bus and Bus Facilities (Capital) (2020)	<u>ADD NEW PROJECT:</u> The formal amendment adds SMART's 5339 FY 2020 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #10 ODOT Key 20837 MTIP ID 70924	TriMet	TriMet Elderly and Disabled Program (2020)	<u>CANCEL PROJECT:</u> The formal amendment cancels Key 20837 from the 221-24 MTIP.	Key 20837 was carried over into the 2021-24 MTIP under the assumption the 5310 were not approved in FTA's financial TrAMS system which indicates obligation and approval to expend. In October, TriMet received confirmation that the 5310 had received TrAMS approval and were now considered obligated.
Project #11 ODOT Key New - TBD MTIP ID New - TBD	TriMet	TriMet Battery Electric Bus Purchases	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the five bus purchase using CMAQ funds for TriMet to the 2021-24 MTIP	The new CMAQ funded project originates from a fund exchange among Metro, Portland, and TriMet.



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

Formal Amendment
ADD NEW PROJECT
 Add new TSMO ATC project

Lead Agency: Clackamas County		Project Type:	TSMO		ODOT Key:	TBD
Project Name: Clackamas Cnty Regional ATC Controller & Signal Optimization	1	ODOT Type	Ops		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		Comp Date:	12/31/2022
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.		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:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	DC21-05-DEC
Detailed Description: ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned. Award from the Metro 2019 TSMO project call.						
STIP Description: TBD						

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STBG	Z230	2022					\$ 735,878	\$ 735,878
							\$	-
							\$	-
							Federal Totals:	\$ 735,878
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 84,225	\$ 84,225
							\$	-
							Local Total	\$ 84,225
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 820,103	\$ 820,103
Year Of Expenditure (YOE):								\$ 820,103

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > NEW PROJECT SUBMISSION: Funding award originates from the Metro 2019 TSMO project call (from RFFA Step 1 allocation). This is one of 8 new projects awarded TSMO funds from the 2019 TSMO call. All projects will be awarded STBG funds. No CMAQ will be used.

Amendment Summary:

The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. The project will occur at various sites throughout Clackamas County and replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest ATC national and state standards. Funding is pulled from Keys 19289 and 20884.

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

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

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > 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
SPLIT FUNDS
 Shift Remaining STBG funds to
 Clackamas County ATC project

Lead Agency: Metro		Project Type:	TSMO		ODOT Key:	19289
Project Name: Transportation System Management & Operations (TSMO) Program 2018	2	ODOT Type	Ops		MTIP ID:	70671
		Performance Meas:	No		Status:	N/A
		Capacity Enhancing:	No		Comp Date:	1/31/2021
		Conformity Exempt:	Yes		RTP ID:	11104
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		On State Hwy Sys:	N/A		RFFA ID:	N/A
Short Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.		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:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	DC21-05-DEC
<p>Detailed Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3) Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring.(2016-2018 RFFA Allocation)</p>						
<p>STIP Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.</p>						

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STP-U	2230	2021					\$ 200,000	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 22,891	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 222,891	\$ 222,891
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding from the TSMO bucket to support the new Clackamas County ATC project.

Amendment Summary:

The formal amendment splits off and commits the final \$200,000 of STP-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. \$535,787 of STBG also is being committed to the new ATC project from Key 20884. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 19289 is considered completed and canceled from the MTIP.

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

- > STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > 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
SPLIT FUNDS
 Shift \$535,878 of STBG funds to
 Clackamas County ATC project

Lead Agency: Metro		Project Type:	TSMO		ODOT Key:	20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		MTIP ID:	70875
		Performance Meas:	No		Status:	N/A
		Capacity Enhancing:	No		Comp Date:	9/30/2023
		Conformity Exempt:	Yes		RTP ID:	11104
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		On State Hwy Sys:	N/A		RFFA ID:	N/A
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		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:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	DC21-05-DEC

Detailed Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3) Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring.(2016-2018 RFFA Allocation)

STIP Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STBG-U	Z230	2021					\$ 1,693,574	\$ -
STBG-U	Z230	2022					\$ 1,157,696	\$ 1,157,696
								\$ -
							Federal Totals:	\$ 1,157,696
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 193,837	\$ -
Local	Match	2022					\$ 132,503	\$ 132,503
							Local Total	\$ 132,503
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,887,411	\$ 1,887,411
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,290,199	\$ 1,290,199
Year Of Expenditure (YOE):								\$ 1,290,199

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding from the TSMO bucket to support the new Clackamas County ATC project.

Amendment Summary:

- The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 20884 programming decreases from \$1,887,411 to \$1,290,199 (31.6% cost change)
- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

- > STBG-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > 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
SCOPE CHANGE
 Site Locations are adjusted

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	20335
Project Name: Central Systemic Signals and Illumination (ODOT)	4	ODOT Type	Safety		MTIP ID:	70950
		Performance Meas:	Yes		Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No		Comp Date:	12/31/2022
		Conformity Exempt:	Yes		RTP ID:	12095
Short Description: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2018		Past Amend:	3
		Years Active:	3		OTC Approval:	Yes
		STIP Amend #:	21-24-0109		MTIP Amnd #:	DC21-05-DEC
Detailed Description: Performance Measurement project site locations from the PGB. Approved project safety scope elements include the installation of reflectorized back-plates and supplemental signal heads, increase stop sign size, properly place stop bar, illumination poles, removal of trees, etc. at 7 site locations: (1) #49 at I-205 MP 17.21 to MP 17.91, (2) #51 at OR99E MP 2.33 to MP 5.93, (3) #58 at US30BY MP 9.20 to MP 14.52,(4) #134H at US26)Powell) at SE 71st Ave, (5) 21H at US 26 (Powell) at SE 39th Ave, (6) #44H at US30BY (Lombard) at N Interstate Ave, and (7) #97H at US30BY (Lombard) at OR99E (MLK)						
STIP Description: Improvements at various intersections in the City of Portland including signals, lighting, signing and traffic median upgrades to improve safety.						

Last Amendment of Modification: December, 2019 - AB20-05-DEC2, Administrative - Slip ROW to 2021

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	ZS30	2018		\$ 828,228				
HSIP	ZS30	2018		\$ 1,025,579				\$ 1,025,579
ADVCON	ACPO	2018		\$ 308,189				\$ -
AC-HSIP (92.22%)	ACPO	2018		\$ 308,189				\$ 308,189
HSIP	ZS30	2021			\$ 286,066			\$ -
AC-HSIP (92.22%)	ACPO	2021			\$ 88,716			\$ 88,716
HSIP (92.22%)	ZS30	2021					\$ 2,607,807	\$ 2,607,807
							Federal Totals:	\$ 4,030,291
Federal Fund Obligations \$:				\$ 1,333,768	\$ 88,716			Federal Aid ID
EA Number:				PE02973	R9658000			
Initial Obligation Date:				7/27/2018	10/16/2020			
EA End Date:				12/31/2022	12/31/2026			
Known Expenditures:				\$ 373,691	\$ 82.90			
State Funds								
State	Match	2018		\$ 69,872				\$ -
State	Match	2018		\$ 86,521				\$ 86,521
State	Match	2018		\$ 26,000				\$ 26,000
State	Match	2021			\$ 24,134			\$ -
State	Match	2021			\$ 7,484			\$ 7,484
State	Match	2021					\$ 220,004	\$ 220,004
							State Total:	\$ 340,009
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,232,289	\$ 310,200	\$ -	\$ 2,827,811	\$ 4,370,300
Phase Totals After Amend:			\$ -	\$ 1,446,289	\$ 96,200	\$ -	\$ 2,827,811	\$ 4,370,300
							Year Of Expenditure (YOE):	\$ 4,370,300

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.
- > Key 20335 is a project grouping bucket (PGB) supporting federal Highway System Improvement Program (HSIP) roadway improvements. The ARTS based Safety PGB has been updated to include two additional site locations approved in the bucket. Adjusting the project contents by adding the two locations acts as a scope change which merits the need for a full/formal amendment.

Amendment Summary:

The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB. Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the state DOT and used for needed transportation improvements.
- > AC-HSIP = Federal Advance Construction fund code placeholder with the intent of being converted to HSIP later.
- > ADVCON = Federal Advance Construction fund code placeholder allowing the state to determine an obligation date and will cover costs initially until the final federal fund code is determined for the project.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No



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

Formal Amendment
COST DECREASE
 Decrease by \$600k and convert AC
 to State STBG

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20414
Project Name: Road Safety Audit Implementation	5	ODOT Type: Safety	MTIP ID: 70970
		Performance Meas: No	Status: N/A
Project Status: Key 20414 is a project grouping bucket with dedicated funding for future safety improvement projects as awarded by OTC		Capacity Enhancing: No	Comp Date: 9/30/2023
		Conformity Exempt: Yes	RTP ID: 12095
Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2018	Past Amend: 5
		Years Active: 4	OTC Approval: Yes
		STIP Amend #: 21-24-0119	MTIP Amnd #: DC21-05-DEC
Detailed Description: Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding			
STIP Description: Address unanticipated safety improvements as identified			

Last Amendment of Modification: Formal, AP20-11-APR - April 2019- SPLIT FUNDING - Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
AC HSIP (100%)	ZS30	2021					\$ 1,539,244	\$ -
HSIP (100%)	ZS30	2021					\$ 939,244	\$ 939,244
								\$ -
								\$ -
							Federal Totals:	\$ 939,244
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,539,244	\$ 1,539,244
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 939,244	\$ 939,244
Year Of Expenditure (YOE):								\$ 939,244

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost decrease: \$600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The double programming error was caught and is being corrected now.

Amendment Summary:

The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414. This resulted in fund double programming action which is being corrected now. The cost decrease represents a 38.9% cost change to the project grouping bucket.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Highway Safety Improvement Program implementation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-HSIP = Federal Advance Construction placeholder with a future expected Highway Safety Improvement Program (HSIP) federal fund code expected to be committed to the project
- > HSIP (100%) = Federal Highway Safety Improvement Program supporting ODOT safety improvement projects. Federal funding is 100% with no required local match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No



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

Formal Amendment
ADD NEW PROJECT
Slip Key 20866 to FY 2021

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20866
Project Name: SMART Senior and Disabled Program 2019	6	ODOT Type: Transit	MTIP ID: 70896
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 11327
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 1
		Years Active: 2	OTC Approval: No
STIP Amend #: 21-24-0123		MTIP Amnd #: DC21-05-DEC	
<p>Detailed Description: Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.</p>			
STIP Description: TBD			

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2021					\$ 41,000	\$ 41,000
							\$	-
							\$	-
							Federal Totals:	\$ 41,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 10,250	\$ 10,250
							\$	-
							Local Total	\$ 10,250
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Year Of Expenditure (YOE):								\$ 51,250

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.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

- The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
- > RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Slip Key 20867 to FY 2021

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20867
Project Name: SMART Senior and Disabled Program (2020)	7	ODOT Type: Transit	MTIP ID: 70897
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 11327
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 2	OTC Approval: No
Project Status: T22 = Programming actions in progress or programmed in current MTIP		STIP Amend #: 21-24-0126	MTIP Amnd #: DC21-05-DEC
Short Description: Services and Facility Improvements for Elderly and Disabled Customers Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations			
Detailed Description: Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.			
STIP Description: TBD			

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2021					\$ 41,000	\$ 41,000
							\$	-
							\$	-
							Federal Totals:	\$ 41,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 10,250	\$ 10,250
							\$	-
							Local Total	\$ 10,250
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Year Of Expenditure (YOE):								\$ 51,250

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.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

- The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
- > RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Slip Key 20869 to FY 2021

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20869
Project Name: Smart Bus and Bus Facilities (Capital) 2019	8	ODOT Type: Transit	MTIP ID: 70899
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 12097
		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: 2019	Past Amend: 1
		Years Active: 3	OTC Approval: No
STIP Amend #: 21-24-0163		MTIP Amnd #: DC21-05-DEC	
<p>Detailed Description: SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.</p>			
<p>STIP Description: TBD</p>			

Last Amendment of Modification: July 2019 - AB19-18-JUL2 - STIP Re-Balancing Amendment - Phase Slip: Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$87,500. Prior gov't shut down and CR issues negatively impacting SMART's ability to obtain TrAMS grant approvals resulting in project slips. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2021					\$ 70,000	\$ 70,000
							\$	-
							\$	-
							Federal Totals:	\$ 70,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 17,500	\$ 17,500
							\$	-
							Local Total	\$ 17,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 87,500	\$ 87,500
Year Of Expenditure (YOE):								\$ 87,500

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

- The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 112097 - SMART operations
- > RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Slip Key 20870 to FY 2021

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20870
Project Name: SMART Bus and Bus Facilities (Capital) 2020	9	ODOT Type: Transit	MTIP ID: 70900
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 6/30/2022
		Conformity Exempt: Yes	RTP ID: 12097
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 2	OTC Approval: No
STIP Amend #: 21-24-0164		MTIP Amnd #: DC21-05-DEC	
<p>Detailed Description: SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.</p>			
STIP Description: TBD			

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2021					\$ 74,995	\$ 74,995
							\$	-
							\$	-
							Federal Totals:	\$ 74,995
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2021					\$ 21,005	\$ 21,005
							\$	-
							Local Total	\$ 21,005
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 96,000	\$ 96,000
Year Of Expenditure (YOE):								\$ 96,000

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.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

- The formal amendment adds SMART's 5339 2020 funding program to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 112097 - SMART operations
- > RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
CANCEL PROJECT
 Cancel Key 20837 from 2021-24 MTIP
 as it already obligated

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20837
Project Name: TriMet Elderly and Disabled Program (2020)	10	ODOT Type: Transit	MTIP ID: 70924
		Performance Meas: No	Status: T28
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 11043
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: 2012-15
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 1
		Years Active: 1	OTC Approval: No
Project Status: T28 = Project funding expended, no further supporting TrAMS applications to occur		STIP Amend #: 21-24-0075	MTIP Amnd #: DC21-05-DEC

Detailed Description: None

CANCELLED PROJECT

STIP Description: Services and facility improvements for elderly and disabled customers in excess of Americans with Disabilities Act (ADA) requirements.

Last Amendment of Modification: AB21-01-AUG1, August 2020 - Administrative, Slip program to 2021

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2021					\$ 1,957,506	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
TrAMS ID							OR-2020-060	
Initial Obligation Date:							Sep-20	
EA End Date:							N/A	
Known Expenditures:							N/A	
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
TriMet-GF	Match						\$ 489,377	\$ -
								\$ -
								\$ -
5310 required match is set at 20%							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,446,883	\$ 2,446,883
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11043 - Access: Pedestrian Facilities: Phase 1

> RTP Description: Sidewalks, crosswalks and ADA improvements to transit stops and stations.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Operating Assistance

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.1 Travel Choices

> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Fund Codes:

> 5310 = Federal FTA section 5310 funds appropriated to eligible transit agencies that support senior mobility and paratransit needs

> TriMet GF = Local general funds provided by TriMet in support of the required match.

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
ADD NEW PROJECT
 5 Replacement Electric Buses

Lead Agency: TriMet		Project Type: Transit	ODOT Key: New
Project Name: TriMet Battery Electric Bus Purchases	11	ODOT Type: Transit	MTIP ID: New
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 10928
		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: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: DC21-05-DEC		
Project Status: T22 = Programming actions in progress or programmed in current MTIP			
Short Description: Purchase five 40 ft expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.			
Detailed Description: CMAQ originates from a prior fund exchange among TriMet, Metro, and Portland involving the Central City In Motion Project. TriMet receives the CMAQ to purchase five 40 foot replacement electric buses. CMAQ obligation must occur no later than September 30, 2023. CMAQ emission reduction numbers include: VOC = .047, CO = .281, NOx = .657, CO2 = N/A, PM2.5/PM10 = N/A			
STIP Description: TBD			

Last Amendment of Modification: None - Initial MTIP programming occurring.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
CMAQ	Z400	2022					\$ 4,946,372	\$ 4,946,372
							\$	-
							\$	-
							Federal Totals:	\$ 4,946,372
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
Added note: The CMAQ funds are classified as "older" funds and are subject to shelf-life laps if not obligated by the end of FY 2023 (September 20,2023)								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
TriMet GF	Match	2022					\$ 602,578	\$ 602,578
Other	OTH0	2022					\$ 318,410	\$ 318,410
							\$	-
"Other" funds are added overmatching local funds committed to the project							Local Total	\$ 920,988
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 5,867,360	\$ 5,867,360
Year Of Expenditure (YOE):								\$ 5,867,360

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New project. CMAQ originates from the Metro, TriMet Portland fund exchange involving Central City In Motion. CMAQ is committed to a improved eligible project. Formal approval from FHWA and State CMAQ manager required and obtained to apply CMAQ to this project. These CMAQ funds are older. The end of FY 2023 obligation shelf-life condition applies.

Amendment Summary:

- The formal amendment adds the new TriMet bus purchase for FY 2022.
- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1
- > RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 7 - Healthy People
- > Goal Objective 7.3 Clean Air
- > Goal Description: Reduce transportation-related air pollutants, including and air toxics emissions.

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality improvement funds. CMAQ are allocated to states for transportation projects that provide large air quality improvement benefits. CMAQ funds are not a transportation funding program, but an air quality improvement program that support eligible transportation projects.
- > TriMet GF funds = Local funds provided by TriMet as the required match at 10.27% to the federal CMAQ funds which equal 89.73%
- > Other funds = Add local fund committed by the lead agency above the required match

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 4, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December 2020 MTIP Formal Amendment & Resolution 20-5151 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING FIVE EXISTING AND ADDING SIX NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO ODOT, SMART, AND, TRIMET (DC21-05-DEC)

BACKGROUND

What This Is:

The December 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5151 and being processed under MTIP Amendment DC21-05-DEC.

What is the requested action?

TPAC received their notification on December 4, 2020 and is providing their approval recommendation for JPACT to approve Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed December 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: DC21-05-DEC					
Total Number of Projects: 11					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD NEW PROJECT	TBD	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 19289	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.	SPLIT FUNDS: Commit remaining \$200,000 of STP-U funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,
Project #3 Key 20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.	SPLIT FUNDS: The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.
Project #4 Key 20335	70950	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	SCOPE CHANGE The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB
Project #5 Key 20414	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	COST DECREASE: The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.
Project #6 Key 20866	70896	SMART	SMART Senior and Disabled Program 2019	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	ADD NEW PROJECT: The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #7 Key 20867	70897	SMART	SMART Senior and Disabled Program 2020	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	ADD NEW PROJECT: The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.

Project #8 Key 20869	70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	ADD NEW PROJECT: The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #9 Key 20870	70900	SMART	SMART Bus and Bus Facilities (Capital) 2020	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	ADD NEW PROJECT: The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020
Project #10 Key 20837	70924	TriMet	TriMet Elderly and Disabled Program (2020)	Services And Facility Improvements In Excess Of ADA Requirements	CANCEL PROJECT: The formal amendment cancels Key 20827 from the 221-24 MTIP. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. The project does not need to be included now in the 2021-24 MTIP.
Project #11 Key New TBD	New TBD	TriMet	TriMet Battery Electric Bus Purchases	Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.	ADD NEW PROJECT: The formal amendment adds the new TriMet bus purchase for FY 2022. The project results from a past fund exchange among Metro, Portland, and TriMet.

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

Project 1: Clackamas Cnty Regional ATC Controller & Signal Optimization	
Lead Agency:	Clackamas County
ODOT Key Number:	TBD MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users. Source: New project. Funding:

	<p>The awarded source of funding is from the Metro FY 2019 Transportation Systems Management and Operations (TSMO) project call. (The funding originates within the RFFA Step 1 allocation)</p> <ul style="list-style-type: none"> • Project Type: TSMO/ITS (Exempt) • Location: Regional – throughout Clackamas County • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No • Metro approval date: January 2020
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Clackamas Cnty Regional ATC Controller & Signal Optimization to the 2021-24 MTIP. The project is a Metro 2019 TSMO awarded project to upgrade and install Advance Traffic Controllers at up to 99 locations in Clackamas County.</p> <p>Clackamas County currently maintains approximately 170 traffic signals, of which 73 signals are owned by Clackamas County and the remaining 97 signals are owned by local jurisdictions. These local jurisdictions consist of City of Lake Oswego, City of Oregon City, City of Wilsonville, City of Milwaukie, City of Gladstone, and City of West Linn. Traffic signals within these local jurisdictions are maintained by Clackamas County through an existing intergovernmental traffic engineering and maintenance support agreements. Of the 170 existing traffic signals, 99 signal controllers are using out dated technology, with unsupported local software, and out dated signal timing.</p> <p>ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users</p>
<p>Additional Details:</p>	<p>The Metro TSMO funding allocation awards a total of \$735,878 of federal STBG funds to the project. ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned.</p> <p>The ODOT Local Agency Liaison (LAL) review of the Technical scoping document has determined the project scope and budget are sufficiently developed to allow MTIP and STIP programming to now occur. Development of the Intergovernmental Agreement (IGA) will now follow with a target obligation and Notice to Proceed (NTP) early federal fiscal year 2022 (fall of 2022).</p>

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 project federal award of \$735,878 is being drawn from two existing Metro TSMO/ITS project grouping buckets (PGB). \$200,000 of STP-U is being pulled from Key 19289 with the remainder of \$535,787 shifted from Key 20884.
Added Notes:	Included attachments: <ul style="list-style-type: none"> (Attachment 1): Clackamas County Regional ATC Controller Upgrade Location Map (Attachment 2): Metro TSMO Award Memo

Project 2:	Transportation System Management & Operations (TSMO) Program 2018		
Lead Agency:	Metro		
ODOT Key Number:	19289	MTIP ID Number:	70671
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. Source: Existing project. Funding: The project grouping bucket (PGB) is programmed with committed federal STP-U that will be awarded to selected Metro TSMO projects. Project Type: TSMO/ITS Location: Regional MPO allocation Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: N/A – PBG are programed as a commitment to future TSMO projects STIP Amendment Number: TBD MTIP Amendment Number: DC21-05-DEC OTC approval was not required for this amendment. 		
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>The formal amendment shifts the remaining \$200,000 of STP-U funds to the new Clackamas County ATC controller upgrade project (see project #1 this amendment bundle).</p> <p>As a result of the fund shift, Key 19289 is now empty and zero programmed. Key 19289 is canceled from the MTIP.</p>		
Additional Details:	Funding for the new Clackamas County ATC project is also supported by a fund shift from Key 20884. Se next project.		

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift draws down Key 19289 to a zero programmed level resulting its cancellation. The cancellation action requires a formal amendment to complete.
Total Programmed Amount:	The total programming amount decreases from \$222,891 to \$0
Added Notes:	

Project 3: Transportation System Mgmt Operations/ITS (2019)	
Lead Agency:	Metro
ODOT Key Number:	20884 MTIP ID Number: 70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. Source: Existing project Funding: The PGB contains STBG funds committed for future Metro awarded TSMO projects Project Type: TSMO/ITS Location: N/A Mile Post Limits: N/A Current Status Code: N/A STIP Amendment Number: TBD MTIP Amendment Number: DC21-05-DEC OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>The formal amendment shifts \$535,787 of STBG-U funds to Clackamas County's new ATC upgrade project. The funding along with \$200,000 of STP-U funds from Key 19289 is providing the funding source for the Clackamas County project.</p>
Additional Details:	
Why a Formal amendment is required?	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 change impacting the project is above 20%. For this project the cost change from the split equals 31.6%
Total Programmed Amount:	The total programmed amount in Key 20884 (federal and match) decreases from \$1,887,411 to \$1,290,199
Added Notes:	

Project 4: Central Systemic Signals and Illumination (ODOT)	
Lead Agency:	ODOT
ODOT Key Number:	20335 MTIP ID Number: 70950
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements:

	<p>Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)</p> <ul style="list-style-type: none"> • Source: Existing project • Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds • Project Type: Safety Project Grouping Bucket (PGB) • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0109 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: SCOPE CHANGE</u></p> <p>The formal amendment adds two site locations to the project grouping bucket. As a result PE design costs increase. Right-of-Way (ROW) phase costs have been update to reflect actual needs and costs. Unrequired ROW funding is shifted to PE to cover the increased PE phase costs.</p>
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects involving a significant scope change require a full/formal amendment
Total Programmed Amount:	The total programmed amount remains unchanged at \$4,370,300.
Added Notes:	

Project 5: Road Safety Audit Implementation	
Lead Agency:	ODOT
ODOT Key Number:	20414 MTIP ID Number: 7070
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations Project Grouping Bucket (PGB) • Source: Existing project • Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds • Project Type: Safety Project Grouping Bucket (PGB) • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0119 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No

What is changing?	<p><u>AMENDMENT ACTION: COST DECREASE</u></p> <p>The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.</p>
Additional Details:	<p>The \$600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The <u>double programming error was caught and is being corrected now.</u></p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total project cost of \$1 million or greater and involve a cost change greater than 20% require a formal amendment.</p>
Total Programmed Amount:	<p>The total programmed amount decreases from 1,539,244 to \$939,244 and represents a 38.9% cost change to the project.</p>
Added Notes:	

<p>Project 6: SMART Senior and Disabled Program 2019</p>	
Lead Agency:	<p>SMART</p>
ODOT Key Number:	<p>20866 MTIP ID Number: 70896</p>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: <ul style="list-style-type: none"> Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations Source: New project • Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0123 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20866 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20866 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>

Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$51,250
Added Notes:	

Project 7: SMART Senior and Disabled Program (2020)	
Lead Agency:	SMART
ODOT Key Number:	20867 MTIP ID Number: 70897
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations Source: New project • Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0126 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20867 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20867 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$51,250
Added Notes:	

Project 8: Smart Bus and Bus Facilities (Capital) 2019	
Lead Agency:	SMART
ODOT Key Number:	20869 MTIP ID Number: 70899
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs. Source: New project Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs Project Type: Transit Location: SMART service area Mile Post Limits: N/A Current Status Code: N/A STIP Amendment Number: 21-24-0163 MTIP Amendment Number: DC21-05-DEC OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20869 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20869 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$87,500
Added Notes:	

Project 9: SMART Bus and Bus Facilities (Capital) 2020 (Add New Project)	
Lead Agency:	SMART
ODOT Key Number:	20870 MTIP ID Number: 70970
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements:

	<p>SMART’s 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART’s schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.</p> <p>Source: New project</p> <ul style="list-style-type: none"> • Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0164 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20870 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20870 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$96,000
Added Notes:	

Project 10:	TriMet Elderly and Disabled Program (2020) (Cancel Project)		
Lead Agency:	TriMet		
ODOT Key Number:	20837	MTIP ID Number:	70924
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Providing para-transit ADA services within the TriMet service area to improve mobility for seniors and individuals with disabilities such as operating LIFT, TriMet’s shared-ride service for people who are unable to use regular buses and trains due to a disability or disabling health condition, procuring, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations. <p>Source: Existing project</p>		

	<ul style="list-style-type: none"> • Funding: The project contains FTA Section 5310 federal funds supporting senior mobility and para-transit ADA support to people with disabilities • Project Type: Transit • Location: TriMet service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0075 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No 																																																																																																																
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: CANCEL PROJECT</u></p> <p>The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.</p>																																																																																																																
<p>Additional Details:</p>	<p>Fund obligation during September 2020 and verified by TrAMS status and approval grant report from TriMet</p> <p><i>Sep-2020</i></p> <table border="1"> <tr> <td>OR-2020-043</td> <td>NA</td> <td>FY2019 5312 STEPS to MOD & MPI Demonstration</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>Active Travel & Incidentals (00)</td> <td>5312</td> <td>\$35,000</td> <td>\$0</td> <td>\$35,000</td> </tr> <tr> <td></td> <td></td> <td>Active Personnel - Task 4 Project Management (00)</td> <td>5312</td> <td>\$415,872</td> <td>\$47,128</td> <td>\$463,000</td> </tr> <tr> <td></td> <td></td> <td>Active Contractual - Task 3 Mobility Data (00)</td> <td>5312</td> <td>\$334,100</td> <td>\$150,000</td> <td>\$484,100</td> </tr> <tr> <td></td> <td></td> <td>Active Contractual - Task 2 Customer Experience (00)</td> <td>5312</td> <td>\$258,478</td> <td>\$390,077</td> <td>\$618,553</td> </tr> <tr> <td></td> <td></td> <td>Active Contractual - Task 1 Innovative Payment (00)</td> <td>5312</td> <td>\$546,304</td> <td>\$236,808</td> <td>\$783,212</td> </tr> <tr> <td></td> <td></td> <td>Active Contractual - Task 1 Innovative Payment (00)</td> <td>5312</td> <td>\$222,530</td> <td>\$96,502</td> <td>\$319,032</td> </tr> <tr> <td colspan="4"><i>Subtotal OR-2020-043</i></td> <td></td> <td></td> <td></td> </tr> <tr> <td>OR-2020-060-00</td> <td>20837</td> <td>FY20 5310 Mobility Management, Purchase of Service, Preventive Maintenance & Operating</td> <td></td> <td>\$1,812,282</td> <td>\$890,615</td> <td>\$2,702,897</td> </tr> <tr> <td></td> <td></td> <td>Active Preventive Maintenance FY20 (00)</td> <td>5310</td> <td>\$25,475</td> <td>\$6,360</td> <td>\$31,844</td> </tr> <tr> <td></td> <td></td> <td>Active Operating FY20 (00)</td> <td>5310</td> <td>\$466,042</td> <td>\$466,042</td> <td>\$932,084</td> </tr> <tr> <td></td> <td></td> <td>Active Mobility Management FY20 (00)</td> <td>5310</td> <td>\$185,712</td> <td>\$41,428</td> <td>\$207,140</td> </tr> <tr> <td></td> <td></td> <td>Active 3rd Party Contracted Services (5310 Only) FY20 (00)</td> <td>5310</td> <td>\$51,475</td> <td>\$12,869</td> <td>\$64,344</td> </tr> <tr> <td></td> <td></td> <td>Active 3rd Party Contracted Services FY20 (00)</td> <td>5310</td> <td>\$615,671</td> <td>\$153,918</td> <td>\$769,589</td> </tr> <tr> <td colspan="4"><i>Subtotal OR-2020-060-00</i></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>\$1,324,375</td> <td>\$680,626</td> <td>\$2,005,001</td> </tr> </table>	OR-2020-043	NA	FY2019 5312 STEPS to MOD & MPI Demonstration							Active Travel & Incidentals (00)	5312	\$35,000	\$0	\$35,000			Active Personnel - Task 4 Project Management (00)	5312	\$415,872	\$47,128	\$463,000			Active Contractual - Task 3 Mobility Data (00)	5312	\$334,100	\$150,000	\$484,100			Active Contractual - Task 2 Customer Experience (00)	5312	\$258,478	\$390,077	\$618,553			Active Contractual - Task 1 Innovative Payment (00)	5312	\$546,304	\$236,808	\$783,212			Active Contractual - Task 1 Innovative Payment (00)	5312	\$222,530	\$96,502	\$319,032	<i>Subtotal OR-2020-043</i>							OR-2020-060-00	20837	FY20 5310 Mobility Management, Purchase of Service, Preventive Maintenance & Operating		\$1,812,282	\$890,615	\$2,702,897			Active Preventive Maintenance FY20 (00)	5310	\$25,475	\$6,360	\$31,844			Active Operating FY20 (00)	5310	\$466,042	\$466,042	\$932,084			Active Mobility Management FY20 (00)	5310	\$185,712	\$41,428	\$207,140			Active 3rd Party Contracted Services (5310 Only) FY20 (00)	5310	\$51,475	\$12,869	\$64,344			Active 3rd Party Contracted Services FY20 (00)	5310	\$615,671	\$153,918	\$769,589	<i>Subtotal OR-2020-060-00</i>											\$1,324,375	\$680,626	\$2,005,001
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<p>Project 11: TriMet Battery Electric Bus Purchases</p>	
<p>Lead Agency:</p>	<p>TriMet</p>
<p>ODOT Key Number:</p>	<p>TBD - New</p>
<p>MTIP ID Number:</p>	<p>TBD - New</p>

<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses. • Source: New project • Funding: The project contains Metro allocated Congestion Mitigation Air Quality (CMAQ) improvement funds • Project Type: Transit • Location: TriMet service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new TriMet bus procurement project into the 2021-24 MTIP. The use of CMAQ for this project originates from a fund exchange among Metro, Portland, and TriMet. The use of CMAQ was determined to be a better fit for the CMAQ funds which require a clear and demonstrable air quality improvements as part of their core eligibility for use. Initially programmed to a Portland project, the fund exchange offered Portland the opportunity to deliver their faster and potentially with fewer delivery obstacles. TriMet receives CMAQ on an annual basis from Metro and the opportunity to apply the CMAQ to the electric bus purchase offered a stronger value for the CMAQ funds.</p>
<p>Additional Details:</p>	<p>Determining the eligibility for use of CMAQ funds also requires approvals from the ODOT State CMAQ Manager and FHWA to ensure the funds are being used for eligible air quality benefits. Approval for the use the CMAQA has now occurred allowing MTIP and STIP programming to move forward.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project in the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount is \$5,867,360</p>
<p>Added Notes:</p>	<p>See Attachments 3 and 4 for additional details</p> <ul style="list-style-type: none"> • Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases • Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December 2020 Formal MTIP amendment (DC21-05-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	December 1, 2020
• TPAC notification and approval recommendation.....	December 4, 2020
• JPACT approval and recommendation to Council.....	December 17, 2020
• Completion of public notification process.....	December 31, 2020
• Metro Council approval.....	January 7, 2021

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.....	January 12, 2021
• Submission of the final amendment package to USDOT.....	January 13, 2021
• ODOT clarification and approval.....	Early February, 2021
• USDOT clarification and final amendment approval.....	Mid February, 2021

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 received their notification on December 4, 2020 and is providing their approval recommendation for JPACT to approve Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

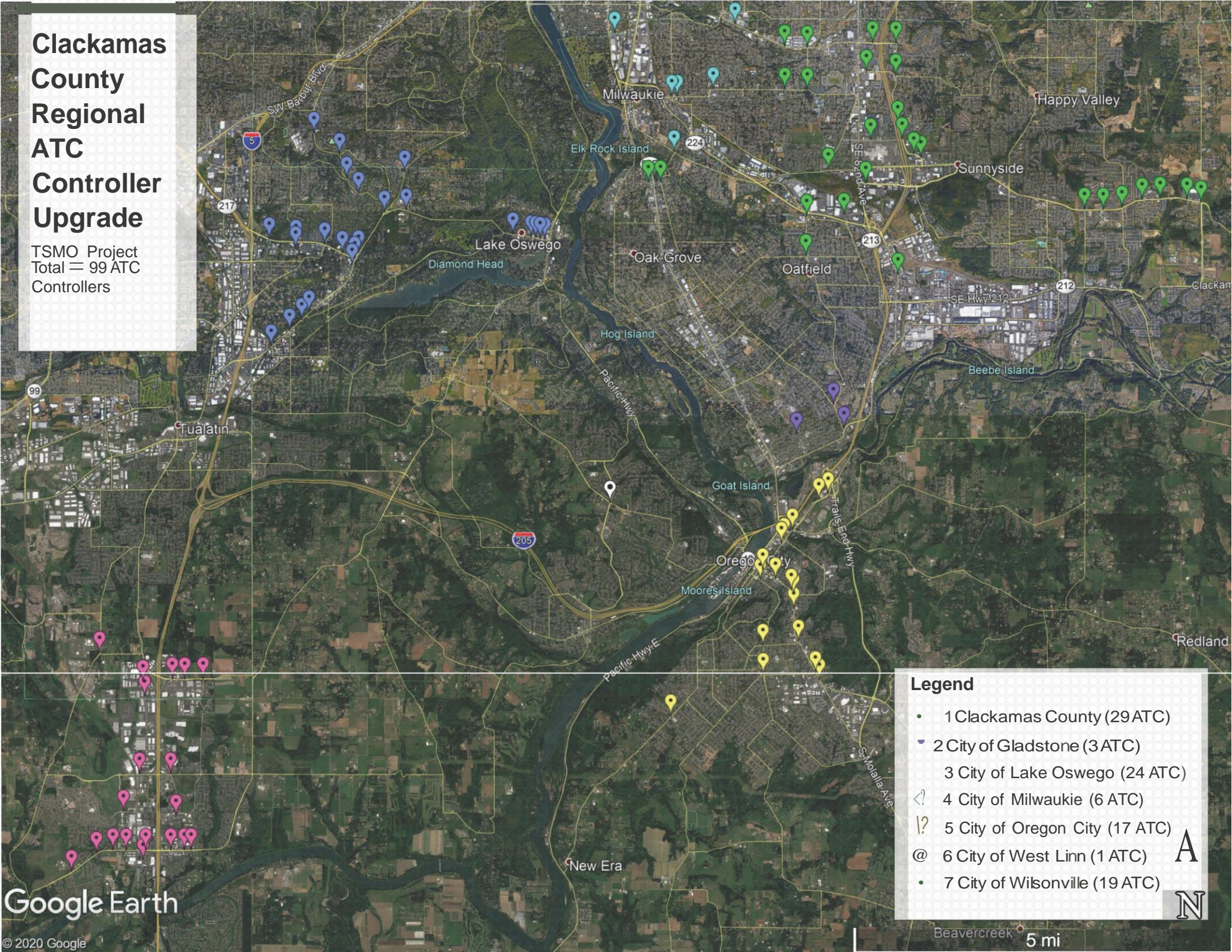
- TPAC notification and approval recommendation: December 4, 2020

Attachments:

1. Clackamas County Regional ATC Controller Upgrade Location Map
2. Metro TSMO Award Memo
3. Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases
4. Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase

Clackamas County Regional ATC Controller Upgrade

TSMO Project
Total = 99 ATC
Controllers



Legend

- 1 Clackamas County (29 ATC)
- ▼ 2 City of Gladstone (3 ATC)
- ◊ 3 City of Lake Oswego (24 ATC)
- ◊ 4 City of Milwaukie (6 ATC)
- ◊ 5 City of Oregon City (17 ATC)
- @ 6 City of West Linn (1 ATC)
- 7 City of Wilsonville (19 ATC)





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Jan. 2, 2020
To: TPAC and Interested Parties
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at <https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

Recommended Projects

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers

(ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

Advanced Traffic Controller Projects

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency’s safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

All Other Project Applications

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82nd Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or Caleb.Winter@oregonmetro.gov.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936

Total = \$4,700,000

Memo

Attachment 3 CMAQ Eligibility Submission of Approval
– TriMet Electric Purchase



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 15, 2020
To: Hope Derrickson, CMAQ Program Manager – ODOT
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases

Introduction

The following memorandum outlines the details requested in ODOT’s CMAQ application form for those eligible transportation projects seeking the use of CMAQ funds. Included are the cost-benefit analysis, project timeline, overview of MPO process and criteria, project sketch as required by the ODOT CMAQ funding eligibility application. Additional materials are attached, as indicated.

Background

The TriMet electric bus purchases is a new project anticipated to be amended in the 2021-2024 MTIP. Previously awarded CMAQ funding is being reprogrammed to the purchase of electric buses. This is to address timing and obligation issues related to two previously awarded projects from the 2016-2018 Regional Flexible Fund and 2014-2015 Regional Flexible Fund allocation cycles. The previous projects are the Central City Multimodal Safety Project – Phase II (City of Portland) and Vehicle Electrification (Metro). Based on project scopes, both projects were deemed eligible and Metro conducted the necessary emissions analyses of the project and submitted it for CMAQ eligibility approval. Approvals was received in 2015 and 2012.

Since the original CMAQ eligibility approval, the two projects have ran into various scoping and timeline issues where all parties agreed locally funding the projects would expedite delivery rather than entering into new IGAs and beginning the federal aid process. Through a fund exchange agreement with TriMet, the Central City Multimodal Safety Project and Vehicle Electrification are both being locally funded in exchange for TriMet to apply the CMAQ funds to an eligible use, which has been identified as the purchase of electric buses. Metro serves as the local fund administrator. Metro is resubmitting an emissions analysis to reprogram the CMAQ funding to another CMAQ eligible use, electric bus purchases.

Overview of Supplemental Materials – As Required by the CMAQ Application

- Map showing project location – See Attached – TriMet District Map
- Indicate what level of Operating Assistance will be required – N/A
- Detailed Project Cost Estimate/Budget and Schedule – See CMAQ Application
- Detailed Timeline for Project – See Section 1.
- Documentation if Project is a TCM in an approved SIP – N/A
- Buy America information or waiver request – See Attached – Buy America Information from Electric Bus Vendors/Manufactures
- Cost Effectiveness Assessment – See Section 2.
- Overview of MPO public process and criteria in project selection – See Section 3.
- Additional quantitative or qualitative emissions analysis information – See Attached – AFLEET calculation
- Project Sketch/drawings or plans – See Attached – TriMet Electric Bus Press Release
- Any other supporting documentation that may support successful award – N/A
 - A copy of the fund exchange IGA can be provided upon request.

1. TriMet Electric Bus Purchase Project Timeline

- July- December 2021 - Procurement of electric buses (If needed; in some cases a multi-year RFP-contract is already in place.)
- January – February 2022 – Details about the order are sorted/ new specs, adjustments to the build etc.
- February 2022 – Orders for buses are placed
- March - August 2022 – Buses are in production by vendor/manufacturer
- September 2022 – Buses delivered; TriMet conducts deployment validation, invoice received. Once validation is complete, the invoice is paid and TriMet submits a report/reimbursement request for CMAQ funds to FTA.

2. CMAQ Cost Effectiveness Analysis for TriMet Electric Bus Purchases

Total – 5 electric buses purchased.

Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Nitrogen Oxide (NOx)
\$4,946,372	\$4,946,372	\$4,946,372
/94.248	/16.037	/220.420
\$52,482.39	\$208,422.34	\$22,440.62

3. MPO Process for Prioritization and Criteria in Project Selection

Electrification of the transit fleet is a transportation investment priority which has been identified in the 2018 Regional Transportation Plan (RTP) and the Climate Smart Strategy for the Portland metropolitan region (adopted in 2014). In the development of the 2018 RTP, addressing climate change (and the co-benefit of reducing air pollution from vehicles) emerged as one of four main priority areas for the region to focus its efforts. The 2018 RTP identifies goals and objectives related to the reduction of greenhouse gases from the transportation system and serving as a leader on addressing climate change. Addressing climate change is also supported by the region’s adopted Climate Smart Strategy (2014), which is a state-mandated transportation and land use strategy to reduce greenhouse gas emissions from light duty vehicles with established targets.

The goals and objectives of these two planning documents and the further prioritization of addressing climate change in the 2018 RTP process serves as the primary process for prioritizing the electrification of transit fleet. Electric buses are included in the 2018 RTP financially constrained project list.

With each of these planning and prioritization efforts, wide outreach and engagement were undertaken throughout the entire development process. In the cases of the 2018 RTP and the Climate Smart Strategy, each effort undertook various forms of engagement – from online surveys, focus groups, leadership forums, etc. – over the three-year period of development. Electrification of the transit fleet as well as personal vehicles emerged as a central strategy to support the region address its goals centered around addressing climate change.

In addition, the recent Get Moving 2020 transportation funding measure led by the Metro Council also prioritized transit fleet electrification and the public comments received for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) also illustrated public support for the accelerated deployment of electrification of transit fleet to meet greenhouse gas reduction goals as well as address the public health impacts of diesel pollution from vehicles.

Information about the planning processes can be found on Metro's website at the following:

<https://www.oregonmetro.gov/regional-transportation-plan>

<https://www.oregonmetro.gov/climate-smart-strategy>

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<u>ODOT CMAQ Guidelines</u>			
PROJECT INFORMATION			
Project Title	TriMet Battery Electric Bus Purchases		
MPO (if Applicable)	Metro	STIP #	
Agency (applicant)	Tri-county Metropolitan Transportation District of Oregon (TriMet)		
Address	1800 SW 1 st Avenue, Suite 300, Portland, OR 97201		
Primary Contact	Tyler Bennett		
Telephone	503-962-4896	Public-Private Partnership? Y/N	N
Email	BennettT@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	Within TriMet District		
Project Delivery	Certified Agency <input checked="" type="checkbox"/> SFLP (non MPO) <input type="checkbox"/> ODOT Delivered: <input type="checkbox"/>		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input checked="" type="checkbox"/>	Public Transportation Improvements		Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input checked="" type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input type="checkbox"/>	Pedestrian/Bicycle Infrastructure		Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction		Project is a TCM
Infrastructure project is on a: <input type="checkbox"/> Roadway, <input type="checkbox"/> Bikeway or Sidewalk, <input checked="" type="checkbox"/> Transit, <input type="checkbox"/> Other			
Non-Infrastructure Project includes: <input type="checkbox"/> Operating Assistance, <input type="checkbox"/> Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Bus routes Within the Tri-County Metropolitan Transportation District of Oregon		Functional Class: n/a	
Cross Streets, Termini: n/a		Total Linear Feet: n/a	

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal -	CMAQ	Local	non Fed _____	Total
Project Development						
Design/ Engineering						
Right of Way						
Construction						
Operating Assistance (if applicable)						
Other – Battery Electric Bus Purchases	FFY2022		\$4,946,372	\$920,988		\$5,867,360
Totals			\$4,946,372	\$920,988		\$5,867,360
Duration of Project Funding (Years): 1 year, earliest first year of billing FFY2022						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
<p>Purchases of electric buses are eligible use of CMAQ funds. No ineligible components. Local match is derived from Statewide Transportation Improvement Fund and future bond revenue.</p>						
PROJECT NARRATIVE						
<p>Purchase replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses. (RTP ID 12081 and 10928) This project will provide five, 40 ft expanded-range battery electric buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.</p>						

EMISSIONS REDUCTIONS

Emission reductions are calculated using the Argonne National Library AFLEET simple payback calculator.

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

VOC	.047	CO	.281
NOx	.657	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit		Permanent/ 1 Years	

SUPPORTING INFORMATION

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

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

SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	November 3, 2020
	Name and Title		

Submit Completed Application to:

[E-mail: CMAQ@odot.state.or.us](mailto:CMAQ@odot.state.or.us) | [Subject Line: CMAQ \[Agency Name\] Application \[Year\]](#)

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

**4.3 Consideration of November 16, 2020
JPACT Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
November 19, 2020
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Tim Knapp
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Paul Savas
Scott Langer
Temple Lentz
Rian Windsheimer
Curtis Robinhold
Nina DeConcini

Carley Francis

AFFILIATION

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

MEMBERS EXCUSED

Karylenn Echols
Chloe Eudaly
Denny Doyle
Doug Kelsey

AFFILIATION

Cities of Multnomah County
City of Portland
City of Beaverton, Cities of Washington County
TriMet

ALTERNATES PRESENT

Jamie Kranz
Chris Warner
Jef Dalin
Bernie Bottomly

AFFILIATION

Cities of Multnomah County
City of Portland
Cities of Washington County
TriMet

OTHERS PRESENT: None

STAFF: Margi Bradway, Carrie MacLaren, Nubia Milpas Martinez, 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**

There were none.

3. **UPDATES FROM THE CHAIR**

Chair Craddick provided a brief update on the Unified Planning Work Program (UPWP) and recommended that members review the UPWP staff report. Chair Craddick then noted the updated State Transportation Improvement Program (STIP) Letter and discussed the Metro 2020 Get Moving Measure. She expressed deep appreciation for all JPACT members involved with the measure.

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 October: Christopher, 27, Johnathan, 36, Devontay, Colins, 16, Eric, 47, Green and Chavez, Ryan, 37, Brian, 24, Timothy, 41, Alexander, 33, Andrew, 26, and three unknown persons.

4. **UPDATES FROM JPACT MEMBERS**

Commissioner Paul Savas noted that the JPACT zoom meeting link on the Metro website was not functioning.

5. **CONSENT AGENDA**

MOTION: Mayor Roy Rogers moved to adopt the consent agenda. Mayor McEnerny-Ogle seconded the motion.

ACTION: With all in favor, motion passed.

6. INFORMATION AND ITEMS

6.1 I-5 Bridge Replacement Project:

Chair Craddick introduced Brendan Finn, Oregon Department of Transportation (ODOT) Director of Mobility Office, and Greg Johnson, ODOT staff, to present on the 1-5 Bridge Replacement Project (IBR).

Mr. Johnson reviewed the recent work and upcoming milestones of the project. He noted that a program administrator and hire consultant team was recently hired. Mr. Johnson explained that WSP was selected as the prime hiring consultant. He added that the consultant team had committed to surpassing the mandatory 15% Disadvantaged Business Enterprise involvement goal, with a voluntary goal of 20%.

Mr. Johnson explained that each state legislature had identified eight members to provide direction and oversight to shape IBR program work. He reviewed the 2020 meeting dates and highlighted to presentation topics in each meeting.

Mr. Johnson discussed the executive steering group. He explained that the steering group would provide regional leadership recommendations on key IBR issues. He noted that the steering group had held a meeting on November 6th. Mr. Johnson added that the executive steering group meeting materials were available online. He then outlined the early program development activities for 2021.

Member discussion included:

- Commissioner Savas asked if the current bridge design had been modified since it was last moved forward.
- Councilor Stacey emphasized the importance of community engagement and consensus throughout the project.
- Commissioner Vega Peterson inquired about the equity advisory group.
- Councilor Kranz inquired about the project's Disadvantaged Business Enterprise (DBE) Program requirements.
- Chris Warner inquired how the work within the Rose Quarter Project would inform the IBR project.
- Rian Windsheimer expressed appreciation for the presentation.
- Chair Craddick inquired how the pandemic had influenced the IBR project work.

6. ADJOURN

Chair Craddick adjourned the meeting at 8:42 am.

Respectfully Submitted,

A handwritten signature in black ink that reads "Nubia Milpas Martinez". The signature is written in a cursive style with a horizontal line underlining the end of the name.

Nubia Milpas Martinez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 19, 2020

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	11/19/20	October Traffic Fatalities	111920j-01
6.1	Presentation	11/19/20	Interstate Bridge Replacement Program	111920j-02

**5.1 Resolution 20-5138, For the Purpose of Accepting
the Findings in the Regional Framework for Highway
Jurisdictional Transfer Study**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE
FINDINGS IN THE REGIONAL FRAMEWORK
FOR HIGHWAY JURISDICTIONAL TRANSFER
STUDY

RESOLUTION NO. 20-5138
Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs; and

WHEREAS, many of these highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, inadequate transit infrastructure, poor pavement conditions, or inadequate safety infrastructure, and many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language; and

WHEREAS, The facility design and management approaches articulated in ODOT's Blueprint for Urban Design can address immediate community needs in advance of a jurisdictional transfer, while also reducing the cost of transfer and long-term maintenance of the facility; and

WHEREAS, Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as one approach to help the region meet its equity, safety and multimodal goals; and

WHEREAS, The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes; and

WHEREAS, The study was developed with input from several regional committees and elected bodies, such as the Transportation Policy Advisory Committee (TPAC), the Metropolitan Transportation Advisory Committee (MTAC), the County Coordinating Committees, and direction from the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council; and

WHEREAS, The study was released for public comment and responses were received through an online survey, letters and virtual briefings; and

WHEREAS, The study identified technical and readiness methodologies for use by state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer or roadway ownership; and

WHEREAS, the study identified 11 state-owned highway segments in greater Portland considered to be most promising for a jurisdictional transfer based on an assessment of technical, readiness, and equity considerations at this point in time; and

WHEREAS, the study recognized all corridors in the study are of importance and that the technical and readiness factors will change over time and, as a result the most promising corridors for a jurisdictional transfer will change over time as well; and

WHEREAS, The Metro Council hereby recognizes that jurisdictional transfer depends on readiness and funding and that jurisdictional transfer is one but not the only approach to addressing the needs on statewide highways; and

WHEREAS, The Metro Council further recognizes the value in using the findings of this report to inform ongoing efforts to advance the use of facility design and management approaches and to develop funding strategies in advance of any jurisdictional transfers, now therefore,

BE IT RESOLVED:

1. That the Metro Council hereby accepts the findings in the Regional Framework for Highway Jurisdictional Transfer study to inform policy development in the 2023 Regional Transportation Plan update as shown in Exhibit A.

3. That the Metro Council accepts the public comments received in Exhibit B

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

Exhibit A to Resolution 20-5138
**Regional Framework for Highway Jurisdictional
Transfer Study**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020

6.2 Preview of JPACT 2021

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, December 17, 2020

Memo



Date: December 2020
To: JPACT Members, Alternates and Interested Parties
From: Jaye Cromwell, Metro
Subject: 2021 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

Please mark your calendars with the following 2021 JPACT meeting dates. JPACT meetings will be held on the third Thursday of the month, from 7:30 a.m. to 9 a.m. on Zoom (until otherwise notified):

- January 21, 2021
- February 18, 2021
- March 18, 2021
- April 15, 2021
- May 20, 2021
- June 17, 2021
- July 15, 2021
- August 19, 2021
- September 16, 2021
- October 21, 2021
- November 18, 2021
- December 16, 2021

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. JPACT meetings in 2021 will be held electronically until further notice.

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).