BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021- 24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE AND PARTIAL FUNDING OF $71 MILLION DOLLARS FOR ODOT AND WSDOT'S INTERSTATE 5 – INTERSTATE BRIDGE REPLACEMENT PROJECT (NV22-03-NOV2)	))))))))	RESOLUTION NO. 21-5217 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 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 has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both the Oregon Department of Transportation (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, the Oregon Transportation Commission (OTC) previously approved $9 million dollars in Federal Fiscal Year 2020 for pre-National Environmental Policy Act (NEPA) and design activities to determine the feasibility for the I-5 Interstate Bridge Replacement Project (IBRP); and

WHEREAS, the OTC now has approved a total of $36 million dollars in support of required Preliminary Engineering (PE) activities in support of the IBRP, and

WHEREAS, the Washington Department of Transportation (WSDOT) has approved $35 million dollars to support required PE work for the IBRP; and

WHEREAS, completion of the PE phase will be a combined bi-state effort between ODOT and WSDOT; and

WHEREAS, the key objectives of the PE phase are to complete the federal environmental review process, obtain necessary state and federal permits, finalize project design, develop a finance plan, secure adequate funding, address public questions and concerns, and prepare the project to move forward into right-of-way and construction phases; and

WHEREAS, a review of the proposed MTIP amendment has been completed against the current RTP to ensure the MTIP remains consistent with the goals and strategies identified in the RTP; and

WHEREAS, RTP consistency check areas included financial constraint verification, eligibility and proper use of committed funds, and confirming that the MTIP's financial constraint finding is maintained by the MTIP amendment; and

WHEREAS, staff for the IBRP prepared an analysis of the project describing how the proposed amendment is consistent with relevant provisions of the Oregon Highway Plan, the RTP, and the Regional Transportation Functional Plan, which analysis is included in Attachment 1 and Attachment 3 to the staff report dated November 18, 2021; and

WHEREAS, the IBRP staff analysis includes a performance evaluation against the RTP's four priority investment goals of congestion relief, climate, equity, and safety, which is also included in Attachment 1 and Attachment 3 to the staff report dated November 18, 2021; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on November 5, 2021; and

WHEREAS, on November 18, 2021 JPACT voted to recommend approval of Resolution 21-5217 and adoption of the November #2 2021 Formal MTIP Amendment by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2021-24 MTIP to include the preliminary engineering phase of the I-5 Interstate Bridge Replacement Project as described in Exhibit A, attached and incorporated into this Resolution.

ADOPTED by the Metro Council this 6th day of January 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5217

Metro

Proposed November #2 2021 (FFY 2022) Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **NV22-03-NOV2**
Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key **21570**	ODOT	**I-5: Columbia River (Interstate) Bridge**	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington.	**RE-ADD NEW PROJECT:** The formal amendment adds the PE phase and $71 million dollars for this bi-state effort to implement NEPA, design, and cost development actions for a possible future replacement of the I-5 bridges across the Columbia River

Metro

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

Formal Amendment
ADD NEW PROJECT
Add the New I-5 Columbia River Bridge Replacement PE phase

Lead Agency: ODOT		Project Type:	Planning	**ODOT Key:**	**21570**
Project Name:		ODOT Type		**MTIP ID:**	**71083**
I-5: Columbia River (Interstate) Bridge	**1**	Performance Meas:	No	**Status:**	**2**
		Capacity Enhancing:	No	**Comp Date:**	**9/30/2025**
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Conformity Exempt:	Yes	RTP ID:	10893
		On State Hwy Sys:	I-5	RFFA ID:	N/A
Short Description: ~~Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.~~ **Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.** (Adjust description per ODOT/WSDOT 11-2-2021 submitted comment change request.)		Mile Post Begin:	306.70	RFFA Cycle:	N/A
		Mile Post End:	308.72	UPWP:	No
		Length:	2.02	UPWP Cycle:	No
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #: 21-24-1433		MTIP Amnd# NV22-03-NOV2	

Detailed Description: **On I-5 across the Columbia River between Washington and Oregon impacting bridges 01377A and 07333 from MP 306.70 to MP 308.72, initiate and complete Preliminary Engineering activities including NEPA and design to determine alternatives for the replacement of the two bridges in a cooperative action with WSDOT to improve mobility, safety, and travel for motorists and goods movements between the two states**

STIP Description: Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.

Last Amendment of Modification: None. This amendment reflects the initial programming for the project.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
NHPP	Z001	2020	$ 8,299,800					$ 8,299,800
ADVCON	**ACP0**	**2022**		**$ 33,199,200**				**$ 33,199,200**
								$ -
								$ -
							Federal Totals:	**$ 41,499,000**
Federal Fund Obligations $:			$ 8,299,800					Federal Aid ID
EA Number:			C0265207					
Initial Obligation Date:			2/6/2020					
EA End Date:			3/31/2024					
Known Expenditures:			$ 5,950,419					
State Funds								
State	Match	2020	$ 700,200					$ 700,200
State	**Match**	**2022**		**$ 2,800,800**				**$ 2,800,800**
								$ -
								$ -
							State Total:	**$ 3,501,000**
Local Funds								
Other	**OTH0**	**2022**		**$ 35,000,000**				**$ 35,000,000**
								$ -
								$ -
							Local Total	**$ 35,000,000**
Phase Totals Before Amend:			$ 9,000,000	$ -	$ -	$ -	$ -	~~$ 9,000,000~~
Phase Totals After Amend:			$ 9,000,000	**$ 71,000,000**	**$ -**	**$ -**	**$ -**	**$ 80,000,000**

Year of Expenditure Cost (PE Phase only): PE Phase = $205,000,000

WSDOT Preliminary Full Project Cost Estimate: $3,320,000,000 to $4,810,000,000

Project Glossary 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.
> The amendment re-activates Key 21570 to add partial funding for the PE phase
> Main Support Materials: (1) Project Information Worksheet, (2) OTC item, (3) Amendment Performance Evaluation
> Status notes: Since only funding is being added for the project, the MTIP classifies the project as a planning project. Transportation and air conformity analysis modeling are not required for the project to begin Preliminary Engineering. The project is considered exempt at this stage, but clearly full transportation modeling is required for later implementation phases to be programmed in the MTIP and to meet all RTP consistency requirements. Updated transportation and air conformity analysis modeling will occur as part of the next RTP Update to ensure the RTP reflects the correct and final selected improvement alternative.

Amendment Summary:

The formal amendment re-activates Key 21570 and adds partial funding supporting the PE phase for the I-5 Interstate Bridge Replacement project.
> Will Performance Measurements Apply: Yes. Once the project moves forward into implementation areas. A separate Amendment Performance Evaluation has been completed to initially assess how the project supports Metro's RTP four goals: Climate, Congestions Reduction, Equity, and Safety. Staff anticipates additional Performance Assessment Evaluations will be completed as the project progresses and additional phases and funding are added to the project

RTP References:

> RTP ID: 10893 - I-5 Columbia River Bridge
> RTP Description: Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycle tracks and a new rail/multiuse path or extension.
> Exemption status: (PE phase only) Exempt project per 93 CFR 126, Table 2 - Other - .Planning and Technical Studies
> UPWP amendment: No
> RTP Goals: An Amendment Assessment Evaluation is being completed to address how well the project meets the RTP goals of Congestion Reduction, Safety, Equity, and Climate

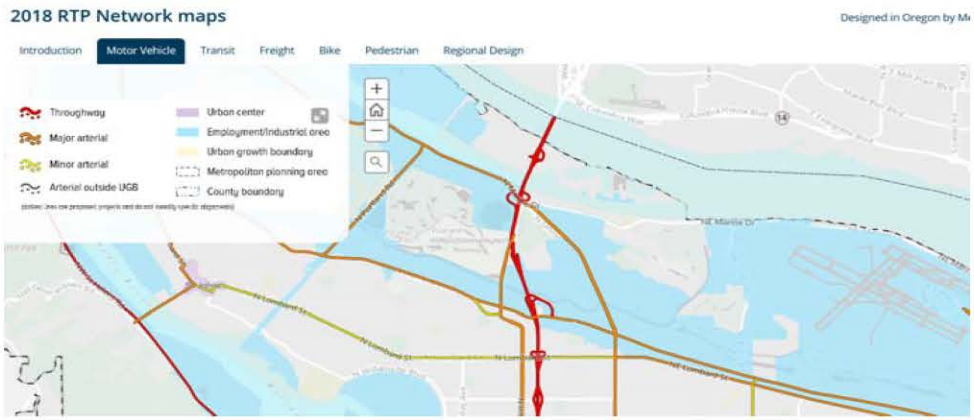
Fund Codes:

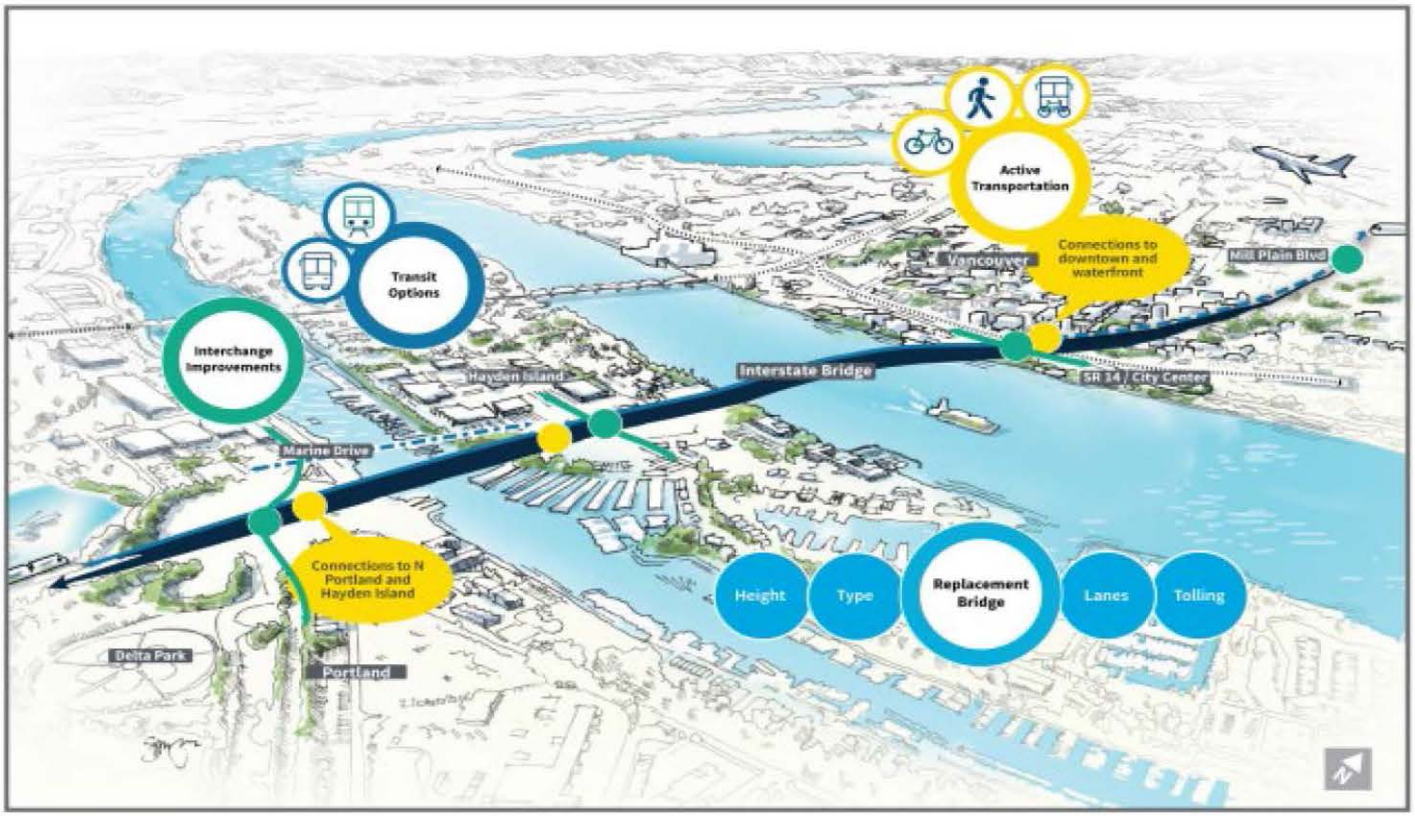
> NHPP = Federal National Highway Performance Program funds appropriated to the states and then applied by the DOT to eligible projects
> ADVCON = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known.
> State = General state funds provided by the lead agency as part of the required match to the federal funds.
> Other = Additional funds (normally local) committed to the project above the required match. For this project, the Other funds represent Washington DOT contribution to the PE phase.

Other

> On NHS: Yes. I-5 is identified as part of the Eisenhower Interstate System on the National Highway System
> Is the project located on the Metro Modeling Network? - Yes, Motor Vehicle Modeling network
> Model category and type: I-5 is identified as a "Throughway" in the Motor Vehicle Network
> TCM project: No
> Is the route located in the Congestion Management Program (CMP): Yes

Project Location





Memo

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

Date: November 18, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November #2 2021 MTIP Formal Amendment & Resolution 21-5217 Approval Request I-5 Interstate Bridge Replacement (IBR)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE AND PARTIAL FUNDING OF $71 MILLION DOLLARS FOR ODOT AND WSDOT'S INTERSTATE 5 – INTERSTATE BRIDGE REPLACEMENT PROJECT (NV22-03-NOV2)

BACKROUND

What This Is:
The November #2 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5217 will add the PE phase for the Bi-state I-5 Interstate Bridge Replacement project and applies to ODOT and WSDOT.

What is the requested action?
JPACT approved Resolution 21-5217 on November 18, 2021 and now recommends Metro Council approve Resolution 21-5217 consisting of adding the PE phase for ODOT and WSDOT's I-5 Interstate Bridge Replacement project with $71 million of funding for Preliminary Engineering.

Proposed November #2 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: NV22-03-NOV2 Total Number of Projects: 1					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **21570 Re-Added Project**	71083	ODOT	**I-5: Columbia River (Interstate) Bridge**	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.	**RE-ADD NEW PROJECT:** The formal amendment adds the PE phase and $71 million dollars for this bi-state effort to implement NEPA, design, and cost development actions for a possible future replacement of the I-5 bridges across the Columbia River

Below is a summary list of key acronyms used in the report:

- ADVCON = Generic Advance Construction fund type code used as a placeholder where the future federal fund code is not yet known.
- Cons = Construction phase
- EIS = Environmental Impact Study
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FTA = Federal Transit Administration
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- I-5 = Interstate 5
- I-5 IBR = Interstate 5 Bridges Replacement Project
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- MPO = Metropolitan Transportation Planning organization
- NEPA = National Environmental Policy Act
- NHPP = Federal National Highway Performance Program funds appropriated to ODOT
- ODOT = Oregon Department of Transportation
- OTHER = Local funds committed by an agency in support of a project above the required federal match
- PE = Preliminary Engineering
- ROW/RW = Right of Way phase
- RTC = Southwest Washington Regional Transportation Council (Metro's equivalent MPO representing southwest Washington)
- WSDOT = Washington Department of Transportation

JPACT November 18, 2021 Summary

Several public members requested time to provide testimony related to the I-5 Interstate Bridge Replacement (IBR) project. All testimony generally was against moving forward with the project and the need for additional information. Persons providing comment included:

- Metro Council Mary Nolan
- Chris Smith – No Freeways Coalition
- Brett M – 1000 Friends of Oregon
- Sarah Lannarone - Street Trust Community Fund

Key points of the comments included the following:

- The I-5 IBR project team needs to provide additional details about the project. The community expects clear and proper answers about design, funding, and the impacts upon the RTP's four goals of climate, congestion, equity, and safety as well as transit.
- The size and cost of the project demands "we" as the community start doing things differently if real progress will be met with climate and equity.
- How will the project team address the concerns and questions identified by the community and present issues and opportunity costs in a transparent and clear process was discussed by virtually all persons providing testimony.
- Testimony by several included questions about future technology and how to address climate impacts related to the project.
- Concerns were raised about how the community will know this is the right-sized project, how demand management will be addressed, and again how climate goals will be achieved.
- Testimony from several members also covered the need to clearly communicate what the Preliminary Engineering phase funding will provide and how the project team will address the growing questions raised from the community.

JPACT Amendment Discussion:

Ted Leybold, Metro Resource Development Department and Greg Johnson, I-5 IBR Project Administrator provided a short presentation and overview of the MTIP amendment. As proposed, the I-5 IBR MTIP amendment will add partial funding of $71 million to complete Preliminary Engineering (PE) activities ODOT is committing $36 million with WSDOT committing $35 million. ODOT previously obligated $9 million for pre-NEPA and pre-design planning work. The programming total with the planning and PE phase funds is $80 million. Ted Leybold stated that an initial special performance evaluation has been included for this project that addresses the how the project performs against the RTP's four core goals of climate, congestion relief, equity, and safety.

Greg Johnson, I-5 IBR Project Administrator provided a short history of the project that dates back to 2004. The project has been re-started and currently is in the environmental and design stage. As part of the NEPA environmental process, Greg explained that the community will have multiple opportunities to observe the project's progress and offer comment. Greg continued explaining that as part of the overall PE phase, the major scope elements will include the following areas:

- Community outreach and engagement
- Identify project alternatives and design options
- Identify and evaluate potential environmental impacts
- Determine impacts to climate and the region's climate goals
- Screen options and develop a final alternative – currently gathering information and listening to questions raised about project from the community
- Work on securing funding plan to implement and deliver the project
- Provide presentations to both Legislatures
- Develop the schedule, plan, and required logistics to deliver project
- Develop final design based on the final selected alternative enabling the project to move on into implementation phases once the funding plans satisfied.

Greg Johnson moved on into a discussion about the contents of the public engagement process. He noted that this process will include various community engagement actions and opportunities which include:

- Establishment of advisory groups which include:
  - Community advisory group
  - Equity advisory group
  - Executive Steering group
- Opportunities for public comment
  - 4 community groups
  - 4 community briefings
  - 4 Listening sessions
  - Online open house
  - Community surveys

Finally, Greg added that the extensive level of public engagement this requires funding which is provided through the PE programming in the MTIP and STIP to complete public engagement requirements.

JPACT Members Discussion and Questions:

Much of the discussion from JPACT members focused on a broad range of areas which included the lack of information available about the project, possible alternatives under review, impacts upon the climate goals, community participation, funding issues, and impacts to other RTP goals. The main highlights of the discussion included the following:

- Councilor Kathy Hyzy, cities of Clackamas County: Councilor Hyzy asked what will be the result of the good intentions and commitments to ensure the project can move forward, yet possesses such limited information and how Climate and Equity will be addressed. There appears to be no clear direction as to how the project team will assess the four RTP goals. Greg Johnson replied that the engagement process is asking these specific type of questions, and agreed that the project team will need to answer these questions and demand issues.

- Metro Councilor Juan Carlos Gonzalez: Councilor Gonzalez stated that he supports need for new bridge, but wants to know if the region will get the "right sized" bridge. He added that he supports Councilor Hyzy's comments and concerns and the over feeling from many is that they are "hesitant" about this project. He reminded the project administrator that the need to address all raised questions is critical for his and others continued support. He also identified two specific questions he wants clear answers before the Metro Council meets which include:
    - Confirm that no decision has been made to determine the locally preferred alternative (LPA) and explain what will be the process to reach the LPA.
    - Confirm what PE alternatives are evaluated and specifically how the evaluation will address climate impacts, high capacity transit (HCT) needs, and impacts upon greenhouse gas emissions.

- Metro Councilor Christine Lewis: Councilor Lewis stated the project team needs to communicate in plain language that the public will understand concerning what the PE phase will deliver and maintain frequent communication. She thanked Ted and Greg for including a plain language of the PE scope overview in the presentation. Greg Johnson replied that the effort currently is gathering and answering questions in plain language as much as possible which includes the running of models of what transportation could look like in the future, how the bridge will service the community, and completing the vetting process to determine how to answer questions and be transparent.

- Commissioner Jo Ann Hardesty, city of Portland: Commissioner Hardesty asked Greg Johnson if the amendment is approved today, will it produce a viable option that will serve both sides of the river. Commissioner Hardesty expanded the question to mean that she wants to see the options available to the community as well as the associated opportunity costs. She emphasized that today's vote is about faith and trust, but the community clearly needs to see the options and costs for the project to move forward. Greg Johnson replied that the purpose of the PE will be to provide these answers.

- Commissioner Paul Savas, Clackamas County: Commissioner Savas expressed a need to examine new technology as well and how this will impact future vehicles (e.g. electric and hydrogen) as part of the project scope. He stated that the region will continue to grow and requires to have capacity for the new technology of vehicles that we will see in the future. He cited the example for the region to invest in more hydrogen and electrification charging stations if we expect to see a change in potential commuting patterns and

infrastructure needs. Greg Johnson confirmed that the PE phase will examine what the future could look like and how this will impact the bridge design characteristics.

- Commissioner Jessica Vega Pederson, Multnomah County: Commissioner Pederson stated she is supportive of the project, but agrees with other comments and letters seeking additional information of climate impacts, congestion value pricing, etc. which are also required for continued support of the project. She stated that she appreciates Mr. Johnson's explanation and details as to how the PE phase will help address the identified issues. Cited examples of possible design issues included ramp issues and other design concerns could be present and must be examined closely to ensure we do things better.

With no further discussion, Mayor Anne McEnerny-Ogle, city of Vancouver stated she also supported the amendment and made the motion to approve I-5 Interstate Bridge Replacement MTIP amendment to re-activate the project in the Metro MTIP and add the $71 million of funding to support PE activities. Commissioner Hardesty second the motion. A JPACT role call was completed with the votes all being "ayes". The motion to approve the I-5 IBR MTIP was approved unanimously by JPACT. The MTIP amendment will now move on to Metro Council for final approval planned for December 2, 2021

Councilor Kathy Hyzy: Council Hyzy requested to add a final comment to the IBR project team that reminded them that today's JPACT approval includes an assumed expectation that JPACT members will receive future periodic updates as to how the IBR design and funding is progressing through PE and especially at the 30% design point. She stated JPACT members will want to know how the project will be integrated into the total RTP for long range planned system improvements (e.g. possible tolling, technology changes, transit, etc.) and address questions raised by community members.

TPAC November 5, 2021 Summary:

TPAC members received their notification and an overview of the amendment from Metro and ODOT staff. Several public members provided testimony and conveyed their opinions about the I-5 Interstate Bridge (IBR) Replacement Project. Virtually all of the testimony was in opposition of the IBR project. The comments in opposition ranged from funding issues, potential impacts if tolling would be included, design unknowns, and no travel demand options (TDM).

Staff explained the purpose of the MTIP amendment was to add $71 million split between ODOT and WSDOT on top of the existing $9 million allowing preliminary engineering actions to occur. Staff also explained that per Metro Council direction, the project includes a special amendment performance evaluation to assess how well the project satisfies the Regional Transportation Plan's (RTP) core goals of climate, congestion reduction, safety, and equity. Since PE is being funded at this time, the amendment evaluation is will initially focus on broader compliance areas due to the final alternative not being known. A follow-on amendment evaluation will occur later when the design details are better known.

TPAC members asked several questions about the PE phase objectives and consideration of specific scope elements for the final alternative. Questions focused on possible final alternative configurations, inclusion of a transit component, if the number of through lanes will change, if the project will rely on auxiliary lanes, how the final alternative will be modeled, and generally where scope clarity could be provided. Overall, TPAC members expressed positive comments in support of the project, but also formally requested as part of the approval motion that ODOT provide periodic updates about design, costs, etc.to TPAC as the project progresses through NEPA and design.

After the discussion, TPAC members voted unanimously to provide an approval recommendation to JPACT to approve Resolution 21-5217 and add the PE phase to the IBR project to the MTIP.

Project 1	**I-5: Columbia River (Interstate) Bridge (Re-activated New Project)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21570**	MTIP ID Number:	71083
Project Description and Overview:	Project Snapshot: • **<u>Quick Amendment Summary:</u> The amendment re-adds Key 21570 to the 2021-26 MTIP to add the PE phase and funding for both ODOT and WSDOT to implement required NEPA, design, and cost development activities in support of a future possible replacement of the I-5 bridges over the Columbia River** • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The amendment only adds partial funding for the PE phase for the project. $71 million total is added upon the earlier $9 million ODOT obligated for pre-NEPA project feasibility Planning work. The final complete project will focus on the replacement of the I-5 bridges across the Columbia River. A summary of the PE phase activities will focus on: o Completing a supplemental NEPA Environmental Impact Study (EIS) o Identifying and evaluating possible design alternatives o Examining opportunity cost in moving forward with the project o Completing public outreach, obtaining public comments, and determining public support for the project o Narrowing and selecting a locally preferred alternative, o Developing more refined and accurate cost estimates, o Developing an appropriate funding plan o Working on securing required funding o Developing an appropriate delivery schedule o Determining right-of way (ROW) requirements and possible issues o Completing final design and requirements to move forward and complete ROW and construction • <u>Source:</u> Re-add the New Project. Key 21570 was first added to the 2018-21 MTIP planning project to address the feasibility of replacing the I-5 bridges over the Columbia River. ODOT committed a total of $9 million to the feasibility study which was initiated in FY 2020.		

- Amendment Action: Add New Project
  Only the PE phase is being added through this formal amendment. The total funding of $71 million being added represents partial funding which is estimated will cost $205 million to complete.

- Additional Amendment Performance Evaluation Required: Yes.
  The full project exceeds $100 million and is considered a capacity enhancing project. Amendment Performance Evaluations will be completed during the life of the project focusing how well the project performs against the RTP's core four goals: Congestion Relief, Climate, Equity, and Safety.

- Funding:
  - Project development work began with the commitment if $9 million as initially programmed in Key 21570
  - Six Million was approved by OTC in September 2020 for the project. It was then followed by a second approval of $30 million during OTC's March 2021 meeting.
  - The PE phase is now being initiated with $36 million committed by ODOT.
  - WSDOT has committed $35 million to support PE
  - The funding committed as part of this amendment is $71 million
  - The estimated total cost to complete the PE phase is $205 million

- FTA Conversion Code: N/A. No FTA funds are included at this time.

- Location, Limits and Mile Posts:
  - Location: On I-5 in northwest Portland across the Columbia River to Vancouver, WA.
  - Cross Street Limits: Approximately Marine Dr. on Portland across the Columbia River to Mill Plain Blvd in Vancouver, WA.
  - Overall Mile Post Limits: MP 306.70 to MP 308.72

- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)

- Air Conformity/Capacity Status:
  With only PE being programmed, the I-5 IBR project still is considered a planning project and not a "capacity enhancing" project. The project is considered exempt from air quality conformity analysis per 40 CFR 93.126, Table 2, Other – Planning and Technical Studies.

	The full project is capacity enhancing and will require transportation modeling and air quality analysis to be completed. The full project is included in the 2018 RTP where transportation modeling and air quality analysis was completed. The current RTP project ID is 10893. The PE phase will produce the final preferred alternative and will be included in the 2024 RTP where updated transportation modeling and air quality analysis will be completed. • Regional Significance Status: The project is regionally significant. The project is located on the Metro Motor Vehicle regional network, contains federal funds, and includes capacity enhancing scope of work elements. • Amendment ID and Approval Estimates: o STIP Amendment Number: 21-24-1433 o MTIP Amendment Number: NV22-02-NOV2 o OTC approval required: Yes. The $36 million committed by ODOT for PE was approved by OTC during their March 2021 meeting. o Metro approval date: Tentatively scheduled for December 9, 2021
What is changing?	**AMENDMENT ACTION: RE-ADD NEW PROJECT:** The formal amendment re-adds Key 21570 with a total of $71 million programmed for the PE phase. Split between ODOT and WSDOT. *MTIP Background Summary* The I-5 Interstate Bridge Replacement (IBR) project dates back to 2004 when it was called the I-5 Columbia River Crossing (CRC) project. The I-5 CRC project progressed into PE and obtained a NEPA Record of Decision Environmental Impact Statement (EIS) as of 2011. Due to funding and other issues, the project did not move forward and no programming in the 2015-18 MTIP occurred. The feasibility project with $9 million was added to the 2018-21 MTIP in FFY 2020. The PE phase is now being proposed for addition to the 2021-26 MTIP through Key 21570 with a total of $71 million committee to PE activities. The $71 million represents PE phase partial funding as the phase is estimated to cost $205 million. A more detailed history and goals for the project is included in Attachment 1

The summary of the PE programming goals over the next four years as discussed in the Project Information Worksheet are shown below:

- Complete the federal environmental review process
- Obtain necessary state and federal permits
- Finalize project design
- Develop a finance plan
- Secure adequate funding
- Complete right of way acquisition
- Advertise for construction

The PE phase through completion of NEPA and final design will address many questions about the merits of project. Typical questions the PE phase is intended to answer will include the following:

- Is there a clear purpose and need for the project?
- How will the project be funded?
- What are the environmental impacts if the project is built?
- What are the opportunity costs if the project is build, or if not built?
- What are the possible design alternatives
- Why is the final selected preferred alternative the best choice for the project?
- Is this a project that that provides regional benefits and is supported by the public?

The MTIP and National Environmental Policy Act (NEPA) Process:

Based on previous planning activities, the IBR program estimates it will take three to five years to complete the environmental review process and obtain federal approval before beginning construction. The environmental review process began in 2021.

Completing the Supplemental Environmental Impact Statement (EIS) in the NEPA process is a key part of the PE phase. Through NEPA, various studies and assessments will occur to complete the environmental review. The environmental review under NEPA can involve three different levels of analysis:

1. Categorical Exclusion determination (CATEX)

2. Environmental Assessment/Finding of No Significant Impact (EA/FONSI)
3. Environmental Impact Statement (EIS)

An EIS is the most detailed environmental review that can occur under the NEPA process. Federal agencies prepare an Environmental Impact Statement (EIS) if a proposed major federal action is determined to significantly affect the quality of the human environment. The regulatory requirements for an EIS are more detailed and rigorous than the requirements for an EA. Areas of review within a EIS include an evaluation if the project will:

- Have significant adverse effects on public health or safety.
- Have significant adverse effects on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands; floodplains ; national monuments; migratory birds ; and other ecologically significant or critical areas under Federal ownership or jurisdiction.
- Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2)(E)].
- Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.
- Have a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.
- Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.
- Have significant adverse effects on properties listed or eligible for listing on the National Register of Historic Places as determined by either the bureau or office, the State Historic Preservation Officer, the Tribal Historic Preservation Officer, the Advisory Council on Historic Preservation, or a consulting party under 36 CFR 800.
- Have significant adverse effects on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant adverse effects on designated Critical Habitat for these species.

- Have the possibility of violating a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.

- Have the possibility for a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).

- Have the possibility to limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).

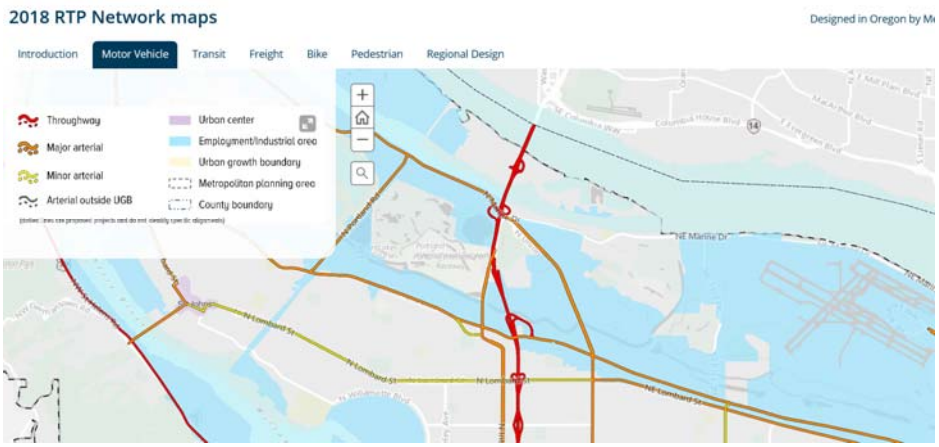
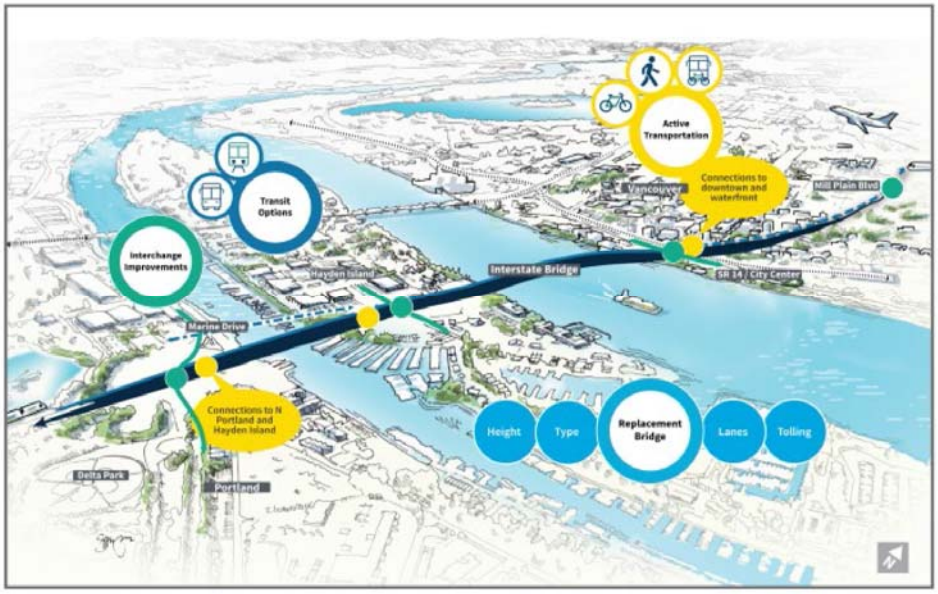
- Have the possibility to significantly contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).

As a result of completing the EPA process, not only are the environmental impacts identified, a clear purpose and need for the project is produced along with the opportunity costs for and against the identified project alternatives. Another key result of the NEPA provides interested persons the opportunity to comment and provide feedback about the project. Through community outreach workshops and public hearings, the NEPA process provides interested persons these opportunities.

Staff raises this observation to differentiate the MTIP process and opportunity to provide comments or testimony via the NEPA process. The MTIP opportunity to comment focuses more on process delivery issues related to fiscal constraint and RTP consistency areas.

The MTIP represents a six-year snapshot of projects proposed to be implemented in support of and consistent with the RTP. The MTIP's Formal Amendment comment period allows an opportunity to provide feedback on the expected federal delivery process for the project. It provides a safety net to address fiscal constraint or RTP consistency issues related to the expected delivery of a federally funded project.

The focus on the merits of a project for the region is best served through the NEPA process and the opportunities to comment provided the public. The MTIP's comment process addresses possible technical delivery and compliance issues with federal delivery requirements. However, once a project has been added to the MTIP, the MTIP does not consider whether it is good or bad, but a choice the region has made for regional transportation system improvements consistent with the goals and strategies adopted in the RTP.

	Agency staff and public members are encouraged to use the comment opportunities within NEPA to express their opinions in favor or against a federally funded project. NEPA offers a much greater range of comment opportunities early in the life of the proposed project.
Additional Details:	I-5 IBR Project Location  
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:	This amendment adds $71 million for PE to Key 21570. The $71 million reflects PE partial programming for an estimated phase cost of $205 million. The total project cost estimate ranges from $3.2 billion to $4.8 billion and will depend upon the final selected alternative for the project.
Added Notes:	Four Included Attachments: 1. Project Information Worksheet and addendum for MTIP Amendment: K21570 I-5: Columbia River Interstate Bridge and supplemental material

2. March 21, 2021 OTC Meeting Minutes
3. MTIP Amendment Performance Evaluation
4. Metro Council Work Session MTIP Amendment Preview Memo

Summary of Funding Verification – OTC Action
Note: Full Item included as Attachment 2

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Business Meeting
March 11, 2021
Salem, Oregon

The regular meeting began at 9:00 a.m. at the Oregon Department of Transportation Headquarters in Salem, Oregon.

Critical Needs
ODOT has identified the following critical needs to be addressed during the course of this STIP. All of these projects are required based on direction from the Legislature, Governor, or a legal requirement, or are critical to wildfire recovery or implementation of the Strategic Action Plan.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	$60,000,000
Interstate Bridge Replacement Program	Fund program development through 2024	$30,000,000
ADA 2023-2024 Projects	Construct ADA projects through remainder of 2021-2024 STIP	$57,810,687
OR 99 Coleman Creek – Glenwood	Add shoulders/bike lanes, safe crossings, transit stops, and sidewalks for a mile along OR99	$8,000,000
I-5 Boone Bridge	Fund portion of project development through 2023	$3,700,000
Multimodal Corridor Network	Funds SAP multimodal network definition and funding prioritization work through 2023	$650,000
	Total	**$160,160,687**

As noted above, in January the OTC allocated $147 million to ADA curb ramps for projects in 2021-2022. In addition, ODOT proposes to program $32,189,314 for ADA ramps from COVID-19 relief funding. The amount listed above for ADA is the additional amount needed for projects in 2023-2024 beyond the amount already allocated in January and proposed from the COVID-19 relief funding.

Oregon
Kate Brown, Governor

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

DATE: September 14, 2020

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda F** – *Allocation of Oregon's Federal-Aid Highway Program Redistribution Funding for Fiscal Year 2020*

Oregon Transportation Commission
September 14, 2020
Page 2

Program/Project	Proposed Amount	Notes
Interstate Bridge Replacement Program	$6 million	An additional $2 million for IBR over the amount approved in August would bring Oregon funding to $15 million total; Washington has provided $35 million. Additional funding to cover needs in future years of the 2021-2024 STIP will be proposed in the 2021-2024 STIP update this fall.
Tolling implementation	$4.4 million	This provides additional funding needed by the tolling program for work currently under contract. Additional funding to cover needs in future years of the 2021-2024 STIP will be proposed in the 2021-2024 STIP update this fall.
Disadvantaged Business Enterprise Supportive Services Program	$1 million	This funding would significantly expand ODOT's DBE Supportive Services Program to assist minority, disadvantaged, and women owned business enterprises to build capacity and compete for contracts within Oregon's transportation contracting industry, including construction, professional and other related services.
Total	**$44.9 million**	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype

3. Changes in Fiscal Constraint by the following criteria:
• FHWA project cost increase/decrease:
  • Projects under $500K – increase/decrease over 50%
  • Projects $500K to $1M – increase/decrease over 30%
  • Projects $1M and over – increase/decrease over 20%
• All FTA project changes – increase/decrease over 30%

4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge…)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

  - Passes the RTP constrained project list 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: See Attachment A, supplemental analysis completed for large, motor vehicle capacity projects.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Consistent with the supplemental 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: See Attachment A, supplemental analysis completed for large, motor vehicle capacity projects.
- MPO responsibilities completion:
    - Completion of the required 30 day Public Notification period:
    - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
    - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the November #2 2021 Formal MTIP amendment (NV22-03-NOV2) will include the following:

Action	Target Date
Initiate the required 30-day public notification process	November 2, 2021
TPAC notification and approval recommendation	November 5, 2021
JPACT approval and recommendation to Council	November 18, 2021
Completion of public notification process	December 1 , 2021
Metro Council approval	**December 2, 2021**

Notes: If the comment period results in significant comments that require follow-on discussions about the amendment, they will be presented to Metro Council. Metro Council will determine if the amendment should be suspended and returned for JPACT for further discussions.

USDOT Approval Steps (The below time line is only an estimate):

Action	Target Date
Amendment bundle submission to ODOT for review	December 17, 2021
Submission of the final amendment package to USDOT	December 17, 2021
ODOT clarification and approval	Mid-January 2022
USDOT clarification and final amendment approval	Mid-January 2022

ANALYSIS/INFORMATION

1. **Known Opposition:** Chris Smith of the No More Freeways Coalition testified in opposition to this amendment at the October 21, 2021 JPACT meeting.
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:

JPACT approved Resolution 21-5217 on November 18, 2021 and now recommends Metro Council approve Resolution 21-5217 consisting of adding the PE phase for ODOT and WSDOT's I-5 Interstate Bridge Replacement project with $71 million of funding for Preliminary Engineering.

- TPAC approval Date: November 5, 2021
- JPACT Approval Date: November 18, 2021

Four Attachments:

1. Project Information Worksheet and addendum for MTIP Amendment: K21570 I-5: Columbia River Interstate Bridge and supplemental material
2. March 21, 2021 OTC Meeting Minutes
3. MTIP Amendment Performance Evaluation
4. Metro Council Work Session MTIP Amendment Preview Memo

Interstate BRIDGE Replacement Program

Project Information Worksheet for MTIP Amendment: K21570
I-5: Columbia River (Interstate) Bridge

September 2021

Attachment 1 includes the following Items:

1. Project Information Worksheet forMTIP Amendment Key 21570
2. ODOT Key 21570 STIP Summary Report Programming Request (Identified as Attachment A in the Worksheet materials)
3. ODOT TPAC Memo
4. Addendum of Supplemental Project Information

Project Information Worksheet for MTIP Amendment: K21570
I-5: Columbia River (Interstate) Bridge

Prepared for:

Oregon Department of Transportation

Washington State Department of Transportation

Prepared by:
Raymond Mabey, PE
Assistant Program Administrator

Interstate Bridge Replacement Program
raymond.mabey@interstatebridge.org
O: 503-986-3344 | C: 971-239-9991

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ATTACHMENTS

1. PROJECT OVERVIEW

A short history about why/how the project emerged and its importance to the region.

The Interstate 5 (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route. With one span now 104 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington. As of May 2021, leaders from both states have dedicated a combined $80 million to the Interstate Bridge Replacement (IBR) program, which centers equity and follows a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners.

As the only continuous north-south interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economies. At the Columbia River, I-5 provides a critical economic connection to two major ports, deepwater shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land. Trade and transportation issues in the I-5 corridor through the Portland and Vancouver metropolitan areas have over two decades of history and study, bi-state leadership, and public participation. Precursors to the Columbia River Crossing (CRC) project included recommendations of a bi-state leadership committee in 1999, as well as a strategic plan developed by a task force appointed by the Governors of Washington and Oregon in 2001 and 2002.

While the program continues working with stakeholders and the public to identify what has changed, we know that all six of the transportation problems identified by previous planning work remain as current issues that have not been addressed. These six transportation problems include:

- Congestion
- Earthquake Vulnerability
- Safety
- Impaired Freight Movement
- Inadequate Bike & Pedestrian Paths
- Limited Public Transportation

2. PROJECT HISTORY

A brief history of past actions and work that has been accomplished that has led to the proposed amendment (purpose and need description).

Regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In 2004, the Washington and Oregon Departments of Transportation formed the joint CRC project. The intent of this project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

The IBR program team is working in collaboration with local, state, federal and tribal partners, and the community to complete the following work over the next four years.

- Complete the federal environmental review process
- Obtain necessary state and federal permits
- Finalize project design
- Develop a finance plan
- Secure adequate funding
- Complete right of way acquisition
- Advertise for construction

Based on previous planning activities, the IBR program estimates it will take three to five years to complete the environmental review process and obtain federal approval before beginning construction. The environmental review process began in 2021.

As of March 2021, Oregon and Washington have committed a combined $80 million to the IBR program planning efforts. The Washington State 2019–2021 Transportation Budget (ESHB 1160) included $35 million. The Oregon Transportation Commission allocated a total of $45 million:

- March 2021 – $30 million
- September 2020 – $6 million
- August 2019 – $9 million

Additional funding will be needed from each state to advance to construction as part of a comprehensive funding package that is anticipated to include a diverse range of sources, including federal funds, tolling, and state funds from both Oregon and Washington. Each state will need to determine the appropriate timing and avenue for discussions regarding potential state investment to occur. Based on the current IBR program workplan, the schedule to identify changes and complete federal environmental documentation is anticipated to take several years before funding would be needed to move into right-of-way acquisition and construction.

3. PROJECT GOALS AND OBJECTIVES

An overview of the main goals and objectives for the scope or project phase being amended into the TIP and its major work elements and milestones. Include a short description of any major project challenges expected to be addressed by the work elements and milestones.

The IBR program is working with Federal and local partners, the bi-state legislative committee, the program's advisory groups and the community to develop a multimodal design solution that will prioritize equitable, safe, and efficient movement of people and goods in alignment with climate goals for our region. In order to achieve this design solution, the program is advancing a transparent, data-driven process to inform program work, along with direction from our federal partners.

Key objectives for the program's planned work includes:

- Evaluating high-capacity transit modes, including both light rail and bus rapid transit, to determine the mode that best meets the region's needs today and into the future, and fits within the operating plans of the two partner transit agencies, C-TRAN and TriMet.
- Leveraging past work to maximize previous investments and support efficient decision-making. This will include analyzing changes that have occurred since the previous planning process. The intent is to identify a solution that meets current and future community needs, values and priorities.
- Developing screening criteria and performance measures that reflect the program values. We are committed to identifying a design solution that prioritizes equity and climate concerns.
- Engaging the community in a meaningful and authentic way while centering equity and elevating voices from communities of concern.

The federal government is interested in investing in nationally significant infrastructure projects. Ensuring the program is ready for investment requires our local and regional partners to work together to advance one multimodal design solution by May 2022. The replacement of the Interstate Bridge cannot wait any longer to address critical safety issues.

- The Interstate Bridge is built on wood piles in sandy soil, making them vulnerable to failure in the event of an earthquake and it is not practically feasible to retrofit them to current seismic standards.
- The program area experiences crash rates over three times higher than statewide averages for comparable facilities.
- Closely spaced interchanges, narrow lanes, limited sight distance, lack of safety shoulders and bridge lifts that occur up to 350 times a year on average all contribute to an increase in vehicle crashes that result in injuries, fatalities, vehicles and infrastructure damage and increased traffic congestion.

- The shared use paths on the bridges do not provide adequate safety or space for travelers who walk, bike, or roll, and are not compliant with the Americans with Disabilities Act.

4. PROJECT AREA

A map and clear description of project extent and all known modal and topical elements to be considered, or if known, to be included.

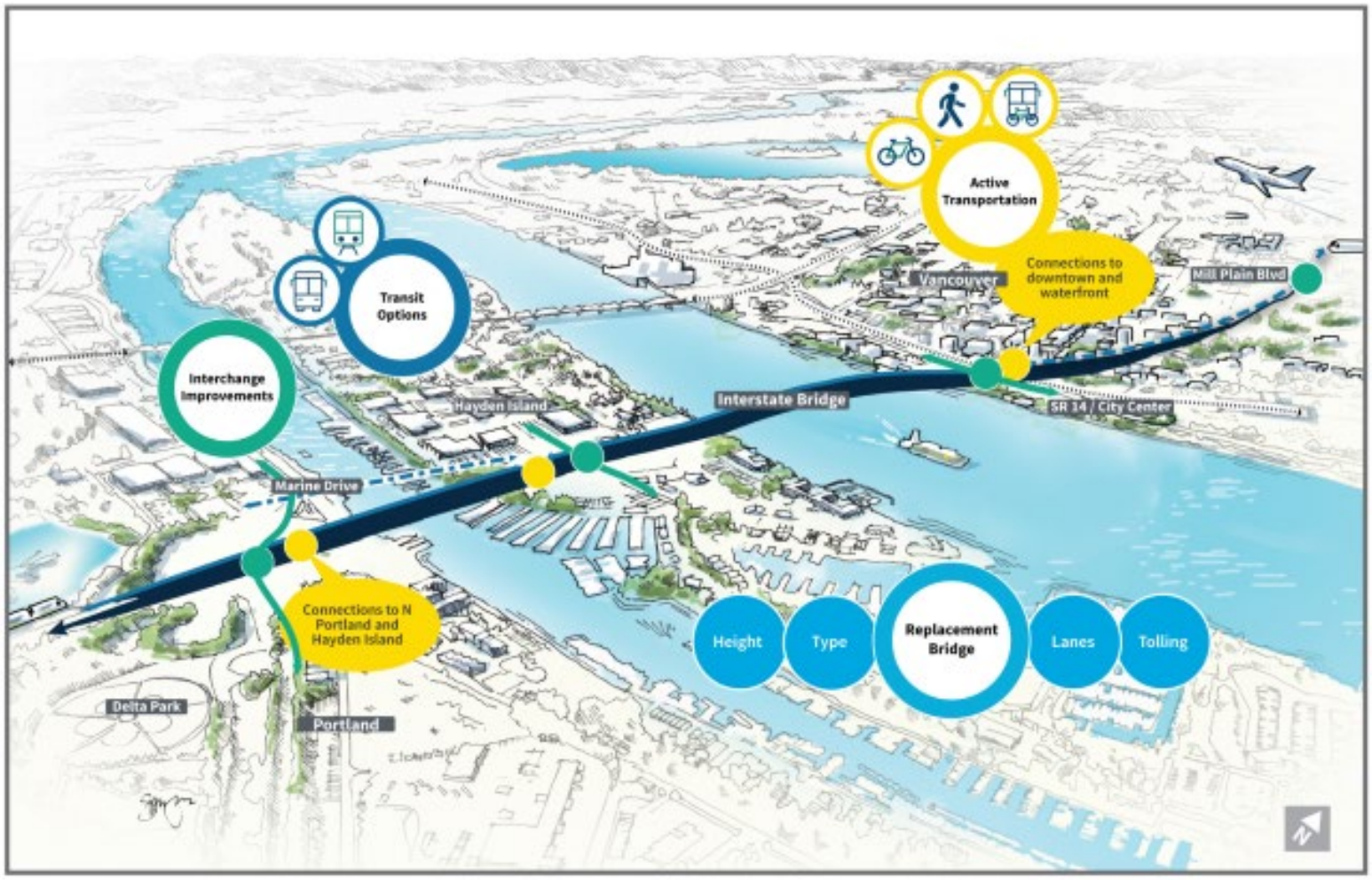
The project area spans 5 miles of I-5 between State Route 500 in Vancouver, Washington, and Columbia Boulevard in Portland, Oregon. Figure 1 shows the bulk of the modal and topical elements being reviewed for the IBR solution.

5. PROJECT DESIGN ELEMENTS

If known, a description of project design elements with a cross-section illustration of before and after project conditions.

The program is using past work from the previous project that remains valid to maximize past investment and ensure efficient decision-making, while also taking into consideration changes since the previous planning effort. While the program is utilizing past work as a starting point, that does not mean we are locked into the former solution. The program is continuing to work with partners to identify design options that address both the changes that have occurred since the previous planning effort, as well as new priorities around climate and equity considerations in the IBR solution that is identified with program partners in the community.

Figure 1. Modal and Topical Elements



6. AMENDMENT PHASE PROJECT COSTS

Discussion of the amendment phase costs. Example: Does the additional $30 million for the I-5 IBR project cover the entire PE phase? Will more funding to complete PE be needed? What is the estimated total cost for PE?

This amendment adds $71 million to the preliminary engineering (PE) phase of the IBR Program. With this change, the total available budget will change to $80 million ($45M from Oregon and $35M from Washington). The estimated PE cost to complete NEPA for the IBR program is approximately $135 million based on a completion of a supplemental environmental impact statement (SEIS) in mid-2024. Following NEPA completion, the IBR program will develop a program delivery plan and progress with right-of-way acquisitions and final design to prepare for the start construction in late 2025. The estimated PE cost for progressing final design to start the first phase of construction is estimated at approximately $70 million. In summary, the total estimate of PE to begin the first phase of construction is estimated to be approximately $205 million. This estimate is contingent on the scope of the IBR solution, as agreed to by program partners, that will be evaluated through the SEIS along with the scope of the program's first construction phase. Right-of-way costs and construction costs are not included in this budget estimate.

7. PRELIMINARY TOTAL PROJECT COST ESTIMATE

A preliminary estimate/cost range for the total project cost through construction.

As directed by the Washington State 2019–2021 Transportation Budget (ESHB 1160), a draft Conceptual Finance Plan has also been delivered to the governors and the legislative transportation committees of each state on December 1, 2020. The conceptual IBR program cost estimates comprise both highway and transit capital investments. A high-level summary of the IBR program conceptual cost estimate ranges are shown in the table below.

Table 1. Preliminary Capital Cost Estimate Ranges

Scope of Work Options	Updated CRC Cost (2012 $)	Risk Range Adjustments (2012 $)	IBR Program Conceptual Cost (2012 $)	IBR Program Conceptual Cost (2020 $)	IBR Program Conceptual Cost (YOE $)	Modal Shares of Total Costs
Option 1A: Bridge + LRT Project | Low	**+ $2.71 B**	**– $0.36 B**	**+ $2.35 B**	**+ $2.74 B**	**+ $3.32 B**	
Transit Project Share	*+ $0.63 B*	*– $0.08 B*	*+ $0.54 B*	*+ $0.63 B*	*+ $0.77 B*	*23%*
Highway Project Share	*+ $2.08 B*	*– $0.28 B*	*+ $1.80 B*	*+ $2.11 B*	*+ $2.55 B*	*77%*
Option 1B: Bridge + LRT Project | High	**+ $2.96 B**	**+ $0.37 B**	**+ $3.33 B**	**+ $3.96 B**	**+ $4.81 B**	
Transit Project Share	*+ $0.80 B*	*+ $0.10 B*	*+ $0.90 B*	*+ $1.07 B*	*+ $1.30 B*	*27%*
Highway Project Share	*+ $2.16 B*	*+ $0.27 B*	*+ $2.43 B*	*+ $2.89 B*	*+ $3.51 B*	*73%*
Option 2A: Bridge + BRT Project | Low	**+ $2.59 B**	**– $0.35 B**	**+ $2.24 B**	**+ $2.62 B**	**+ $3.17 B**	
Transit Project Share	*+ $0.52 B*	*– $0.70 B*	*+ $0.45 B*	*+ $0.53 B*	*+ $0.64 B*	*20%*
Highway Project Share	*+ $2.07 B*	*– $0.28 B*	*+ $1.79 B*	*+ $2.09 B*	*+ $2.53 B*	*80%*
Option 2B: Bridge + BRT Project | High	**+ $2.67 B**	**+ $0.33 B**	**+ $3.00 B**	**+ $3.51 B**	**+ $4.25 B**	
Transit Project Share	*+ $0.64 B*	*+ $0.08 B*	*+ $0.72 B*	*+ $0.84 B*	*+ $1.01 B*	*24%*
Highway Project Share	*+ $2.03 B*	*+ $0.25 B*	*+ $2.29 B*	*+ $2.67 B*	*+ $3.24 B*	*76%*

Source: Conceptual Finance Plan. https://www.interstatebridge.org/library

8. FUNDING STRATEGY

A general description or strategy for funding sources to be considered and/or secured for the project.

Federal Funding Sources for the IBR Program

The IBR Program will seek federal funding sources to supplement state, local, and tolling funding and revenue. Funding programs from the federal government require matching funds from non-federal sources (i.e., local, regional, state, or private contributions), and the application process to compete for such funding typically prioritize projects based upon justification, financial commitment at the state and/or regional level, readiness and other factors.

Oregon and Washington each receive annual apportionments of federal formula funds from FHWA. C-TRAN and TriMet each receive annual apportionments of FTA formula funds. These funds, together with federal formula funds allocated to the regional transportation planning agencies, help fund a wide variety of transportation capital projects and operational programs in the metropolitan region. Although the IBR program may be eligible for some of these funds, most, if not all, of these funds are already programmed for other projects, and not available for the IBR program in the near and medium terms.

FHWA and FTA also administer several discretionary grant programs, which are very competitive and require, as part of a rigorous application process, the applicant to demonstrate that the non-federal matching funds are fully committed. If sufficient non-federal funds are approved for the IBR program,

it could be well positioned to obtain one or more funding awards from these federal programs, particularly the following programs (or their successors in forthcoming legislation):

- FTA CIG New Starts program
- U.S. Department of Transportation (USDOT) BUILD grant program
- USDOT INFRA grant program

State Funding Sources for the IBR Program

Large and transformative transportation infrastructure projects like the IBR program require funding from a variety of sources. Securing timely commitments at the state and regional levels will be essential for competing for the federal funding programs described above.

Tolling

Tolling the I-5 crossing would yield significant future revenues that can be leveraged to fund construction of the IBR program, as well as cover ongoing bridge O&M costs. Future toll revenues can be pledged for various types of debt financing, including standalone toll revenue bonds, toll revenue bonds backed by one or both states, and/or a USDOT TIFIA loan. It is anticipated that the toll funding available to construct the IBR Program would be at least equivalent to the range reported for the CRC project in 2013 due to factors that will likely offset any long-term changes in bridge traffic patterns as a result of the current economic conditions.

9. AGENCY AND STAKEHOLDER INVOLVEMENT

A short description if there are other agencies or stakeholders involved in the project and their basic roles and responsibilities.

The Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state partner agencies. This program work will be shaped by the direction and timelines established by the governors, legislatures, and transportation commissions, and will work closely with federal partners, permitting agencies, state and local elected officials, tribal governments, community stakeholders and the public.

Comprehensive and equitable community engagement is at the foundation of decision making for the IBR program. Through engagement we will pursue a solution that prioritizes safety, reflects community values, addresses community concern, and fosters broad regional support. Ongoing, extensive and inclusive public dialogue is critical to developing a bridge solution that best serves the complex needs of communities in Washington and Oregon.

A bi-state legislative committee, composed of 16 Oregon and Washington lawmakers, provides additional guidance and oversight for the program. To provide coordinated regional leadership, the Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state public agencies. The eight agencies are:

- TriMet
- C-TRAN
- Oregon Metro
- Southwest Washington Regional Transportation Council
- Cities of Portland and Vancouver
- Ports of Portland and Vancouver

To support the community engagement goals the program formed three advisory groups to provide feedback and recommendations: Executive Steering Group, Equity Advisory Group, and Community Advisory Group.

The Executive Steering Group provides regional leadership recommendations on key program issues of importance to the community. Members of the ESG include representatives from the 10 bi-state partner agencies with a direct delivery or operational role in the integrated, multimodal transportation system around the Interstate Bridge, as well as a community representative from each state. The two community representatives serve as the co-chairs of the Community Advisory Group.

Members of the ESG include the following representatives:

- Oregon Department of Transportation: Kris Strickler, Director
- Washington State Department of Transportation: Roger Millar, Secretary
- TriMet: Steve Witter (Interim), Engineering and Construction Director
- C-TRAN: Shawn Donaghy, CEO
- Oregon Metro: Lynn Peterson, Council President
- Southwest Washington Regional Transportation Council: Scott Hughes, Board Chair
- City of Portland: Jo Ann Hardesty, Commissioner
- City of Vancouver: Anne McEnerny-Ogle, Mayor
- Port of Portland: Kristen Leonard, Chief Public Affairs Officer
- Port of Vancouver USA: Julianna Marler, CEO
- Community Advisory Group Co-chair (WA): Lynn Valenter
- Community Advisory Group Co-chair (OR): Ed Washington

The Equity Advisory Group (EAG) will help ensure that the IBR program remains centered on equity. The group will make recommendations to IBR program leadership regarding processes, policies and decisions that have the potential to affect historically underrepresented and underserved communities. Members of the Equity Advisory Group include partner agency representatives, community based organizations and community members.

The Community Advisory Group (CAG) will be representative of the community members with balanced membership from both Portland, Oregon and Vancouver, WA. The community advisory group will provide input and feedback on the IBR program. The CAG will develop recommendations to

help ensure the program outcomes reflect community needs, issues and concerns. CAG members and the program team will engage in an on-going community dialogue with a commitment to meaningful, two-way feedback. Two co-chairs, one representing each state, will lead the group's diverse and inclusive membership, with balanced representation from both Washington and Oregon. Members of the Community Advisory Group reflect community-based organizations and at-large community members.

In addition to the bi-state legislative committee and the program advisory groups, the IBR program is working with numerous Federal regulatory agencies including US Army Corps of Engineers, US Coast Guard, US Environmental Protection Agency, US Fish and Wildlife Service, US General Services Administration, National Marine Fisheries Service, National Park Service.

10. SUPPORTING MATERIALS

If support materials (past feasibility plan, project study reports, etc.) exist, a description of how they can they be accessed. Where can the public find the materials?

The IBR website contains both current and historical project information. In addition, WSDOT's accountability page has documents from the CRC project. A few key documents include:

- Interstate Bridge Replacement Progress Report - https://www.interstatebridge.org/media/xawnefwf/ibrp-legislative-progress-report-dec-2020.pdf
- Conceptual Finance Plan - https://www.interstatebridge.org/media/zaqk3x3a/ibrp-conceptual-financial-plan-dec-2020.pdf
- Memorandum of Intent on Replacing the I-5 - https://www.governor.wa.gov/sites/default/files/FINAL%20OR%20WA%20Memorandum%20of%20Intent%2011.18.2019.pdf
- Columbia River I-5 Bridge Planning Inventory - https://www.wsdot.wa.gov/accountability/ssb5806/docs/WSDOT_I5_Bridge_Inventory_Report.pdf

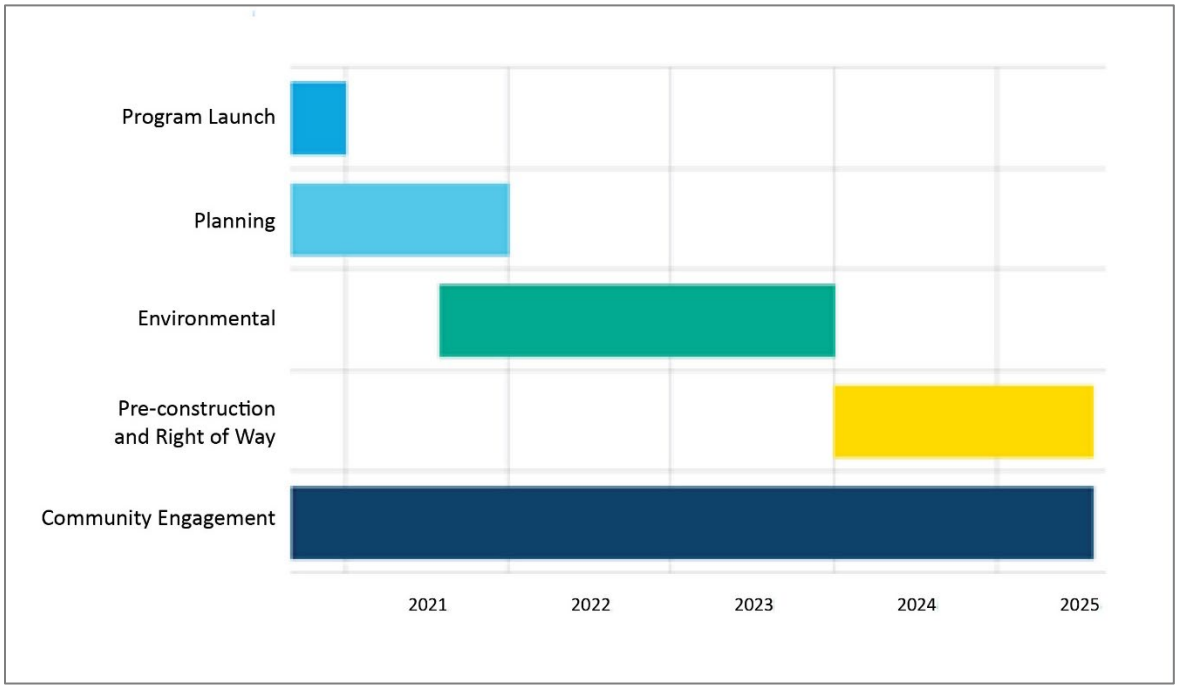
11. SCHEDULE

Assuming funding will be secured and no major obstacles emerge, a target schedule for future project phases.

The fall 2020 program launch is complete, and the planning phase will continue through the end of 2021 (see Figure 2). Mid-2021, the environmental phase started by updating the program's Purpose

and Need Statement and establishing a community Vision and Value Statement; this phase extends to the end of 2023. Pre-construction and right-of-way acquisition extend from 2024 until construction begins in 2025. The program has implemented an extensive and inclusive community engagement program that continues throughout all phases.

Figure 2. Program Timeline



12. TIP PROGRAMMING

TIP programming table and proposed TIP programming table.

In addition to the table on the next page, please see Attachment A, the ODOT STIP Amendment Project Summary.

Table 2. TIP Programming

I-5: Columbia River (Interstate) Bridge (K21570)				
Current STIP Description	Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Proposed STIP Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Summary of requested changes	• Bring 18-21 $9M Planning project to 21-24 STIP • Add PE phase - $36M ODOT, $35M WDOT - Total $71M • Adjust description to include design activities • New total project cost of $80,000,000			
Justification	• This amendment is needed is for programming $30M in funds approved by the OTC March 11, 2021, $6M in redistribution approved by 9/2020 OTC, and $35M funds committed by Washington DOT. • FHWA has asked ODOT to transition from the Planning phase to the Preliminary Engineering (PE) phase of the project. • Without this amendment, committed funds will not be authorized and project will not be able to move past the planning phase.			
RTP Requirements	This project change requires adjustment to the fiscally constrained RTP. Funds from the fiscally constrained Fix-It buckets in the RTP will be reduced to allow for the $36M ODOT funds to be advanced on this project. Memo with details was sent to Metro 9/17/21 by Chris Ford. We find the analysis is still applicable with the addition of WDOT funds since RTP focuses on Oregon revenue only.			
STIP/MTIP requirements	This requires a full amendment to the STIP/MTIP, work has started to get it through the process as soon as possible.			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Planning	2020	2020	$9,000,000	$9,000,000
Preliminary Engineering	N/A	2022	$0	$71,000,000
		Totals	**$ 9,000,000**	**$80,000,000**

Summary of Expenditure Accounts (as of 09/22/2021)			
Phase	Authorized	Expended	Remaining
Planning	$9,000,000	$5,950,410	$3,049,590

13. RTP PROJECT NUMBER

Provide the corresponding Regional Transportation Plan project number to facilitate a project description check for plan consistency.

The RTP project ID is 10893, “I-5 Columbia River Bridge.”

14. TITLE IV ADA

Indicate whether the project is derived from an agency Title IV Americans with Disabilities Act (ADA) implementation plan.

The IBR program is not derived from ODOT's Title IV ADA implementation plan.

Attachment A

ODOT STIP Amendment Project Summary

Key Number: **21570** 2018-2021 STIP

Project Name: **I-5: Columbia River (Interstate) Bridge** (DRAFT AMENDMENT PROJECT)

Project Overview

Total Current Estimate	$80,000,000.00	Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.
Responsible Region	1	Related Programs	
Project Status Date	2/6/2020	STIP Name	2018-2021 STIP
Project Status	UNAPPROVED	Administrator	ODOT
Monitor	ENVDOC	Applicant	ODOT
Bid Let Date		MPO	Portland Metro MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	URBAN INTERSTATE
Air Quality Approval Req.		Work Class	STRUCTURES
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	9/20/2019	Created By	GABRIELA GARCIA
Last Updated On	9/22/2021	Last Updated By	ADRIANA ANTELO
Comment	3/11/21 OTC approved additional $30M // $9M in redistribution $ approved by the OTC 8/16/19. RTP ID 10893. $6M in redistribution approved by 9/2020 OTC. kp.		

Locations

Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	306.70	308.72	2.02		PORTLAND	MULTNOMAH	R1ACT		1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	01377A	1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	07333	1	44	22	3

Phases

Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
PL	9,000,000.00	9,000,000.00	2/6/20	9,000,000.00	2/6/20	9,000,000.00	2020	9,000,000.00	2020	C0265207	S001(533)	APPROVED
PE	71,000,000.00	0.00		0.00		71,000,000.00	2022	36,000,000.00	2022			APPROVED
Tot	**80,000,000.00**	**9,000,000.00**		**9,000,000.00**		**80,000,000.00**		**45,000,000.00**				

Key Number: 21570 — 2018-2021 STIP

Project Name: I-5: Columbia River (Interstate) Bridge — (DRAFT AMENDMENT PROJECT)

Work Types

Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PL	BRIDGE	100.00%	9,000,000.00	S	STATE PROJECT
	PL Totals	**100.00%**	**9,000,000.00**		
PE	BRIDGE	100.00%	71,000,000.00	S	STATE PROJECT
	PE Totals	**100.00%**	**71,000,000.00**		
	Grand Totals		**80,000,000.00**		

Financial Plan -- Target Amounts

Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		6,000,000.00	5,533,200.00	466,800.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				**15,000,000.00**	**13,833,000.00**	**1,167,000.00**	**0.00**	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	
	OTHER	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	WashDOT funds
	PE Totals				**0.00**	**0.00**	**0.00**	**0.00**	
	Grand Totals				**15,000,000.00**	**13,833,000.00**	**1,167,000.00**	**0.00**	

Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				**9,000,000.00**	**8,299,800.00**	**700,200.00**	**0.00**	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		36,000,000.00	33,199,200.00	2,800,800.00	0.00	
	OTHER	2021-2024 STIP	2022		35,000,000.00	0.00	0.00	35,000,000.00	WashDOT funds
	PE Totals				**71,000,000.00**	**33,199,200.00**	**2,800,800.00**	**35,000,000.00**	
	Grand Totals				**80,000,000.00**	**41,499,000.00**	**3,501,000.00**	**35,000,000.00**	

Key Number: **21570** 2018-2021 STIP

Project Name: **I-5: Columbia River (Interstate) Bridge** (DRAFT AMENDMENT PROJECT)

Fund Codes

Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Z001	NATIONAL HIGHWAY PERF FAST	Y	100.00%	9,000,000.00	92.22%	8,299,800.00	7.78%	700,200.00	0.00%	0.00
	PL Totals			**100.00%**	**9,000,000.00**		**8,299,800.00**		**700,200.00**		**0.00**
PE	ACP0	ADVANCE CONSTRUCT PR		50.70%	36,000,000.00	92.22%	33,199,200.00	7.78%	2,800,800.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		49.30%	35,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	35,000,000.00
	PE Totals			**100.00%**	**71,000,000.00**		**33,199,200.00**		**2,800,800.00**		**35,000,000.00**
	Grand Totals				**80,000,000.00**		**41,499,000.00**		**3,501,000.00**		**35,000,000.00**

Amendments

Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
9/22/21	21-24-1433	DRAFT	ADD PHASE		21570	Add project to the 2021-2024 STIP, add Preliminary engineering phase total estimated at $71,000,000.
2/6/20	18-21-3214	APPROVED	ADD PROJECT		21570	Add a new project.

Selection Criteria:	**STIP**	2018-2021 STIP	**Key Number**	21570	**Project ID**	44589

Oregon
Kate Brown, Governor

Department of Transportation
Highway, Region 1, Roadway
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200
Fax: (503) 731-8531

FILE CODE:

DATE: September 24th, 2021

TO: Transportation Policy Alternatives Committee (TPAC) and interested parties

FROM: Chris Ford, ODOT R1 Policy & Development Manager

SUBJECT: I-5: Columbia River (Interstate) Bridge: Requested Amendment to the 2021-24 Metropolitan Transportation Improvement Program

The purpose of this memo is to introduce an amendment to the 2021-24 Metropolitan Transportation Improvement Program (MTIP), which will allow for the same amendment to the 2021-24 Statewide Transportation Improvement Program (STIP).

The I-5: Columbia River Bridge project, also known as the Interstate Bridge Replacement (IBR) project, is in the 2018 Regional Transportation Plan (RTP) as project number 10893. The project was amended into the 2018-21 MTIP and STIP as a Planning phase, but is not yet included in the 21-24 MTIP and STIP.

The amendment would add $36 million allocated by the Oregon Transportation Commission (OTC) to a preliminary engineering (PE) phase. The money would add to the $9 million in planning phase funds from the 18-21 MTIP/STIP and to $35M in funds from Washington. This $80 million comprises a substantial component of the estimated $135 million in estimated costs to complete NEPA for the IBR program, with a goal of completing a supplemental environmental impact statement (SEIS) in mid-2024.

The MTIP amendment would allow for the $36 million to be amended into the 21-24 STIP and subsequently released by the Federal Highway Administration (FHWA) for use toward NEPA efforts.

Please see supporting information submitted by ODOT in Attachment 1. For questions about ODOT's requested amendment, contact Ray Mabey, Assistant Program Administrator, Interstate Bridge Replacement Program, at raymond.mabey@interstatebridge.org

Resolution 21-5217
Addendum to Attachment 1

Interstate BRIDGE Replacement Program

Supplemental Project Information for MTIP Amendment: K21570
I-5: Columbia River (Interstate) Bridge

November 2021

Supplemental Project Information for MTIP Amendment: K21570
I-5: Columbia River (Interstate) Bridge

Prepared for:

Oregon Department of Transportation

Washington State Department of Transportation

Prepared by:
Raymond Mabey, PE
Assistant Program Administrator

raymond.mabey@interstatebridge.org
O: 503-986-3344 | C: 971-239-9991

TABLE OF CONTENTS

OVERVIEW

A short description of the purpose and scope of the document.

The IBR program team submitted a project information worksheet to Metro to consider for the MTIP amendment process in September. Metro staff requested additional information related to the 2018 RTP investment priority outcomes of safety, equity, climate and congestion management. To perform this analysis, additional information to what has previously been requested has been developed for review and consideration. This document includes supplemental information on the following:

- Part 1 – State and Regional Policy Review – describes how the proposed project amendment has considered, addressed and is consistent with the Oregon Highway Plan (OHP) Policy 1G and Action 1G.1, 2018 RTP, and the Regional Transportation Functional Plan
- Part 2 – Performance Evaluation Measures – descriptions of how the project meets or will analyze the performance related to equity, safety, and congestion relief.

A IBR program submittal to Metro dated September 2021 provided context for the MTIP amendment request, covering the following topics:

- Project History
- Project Goals and Objectives
- Project Area
- Project Design Elements
- Project Costs and Funding Strategy
- Agency and Stakeholder Involvement

This submittal supplements that initial document to address plan consistency and address performance evaluation criteria.

PART 1: STATE AND REGIONAL POLICY REVIEW

What was the basis and origin of the project?

Regional leaders identified the need to address the Interstate 5 (I-5) corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In 2004, the Washington and Oregon Departments of Transportation formed the joint CRC project. The intent of this project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

In 2019, a bi-state legislative committee requested that the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) re-initiate the CRC project as none of the previously identified needs for the project had been addressed. The Washington and Oregon Departments of Transportation re-initiated the work, and the project is currently operating under a new name: Interstate Bridge Replacement (IBR) program.

Key objectives for the program's planned work include:

- Evaluating high-capacity transit modes, including both light rail and bus rapid transit, to determine the mode that best meets the region's needs today and into the future, and that fits within the operating plans of the two partner transit agencies, C-TRAN and TriMet.
- Leveraging past work to maximize previous investments and support efficient decision-making. This will include analyzing changes that have occurred since the previous planning process. The intent is to identify a solution that meets current and future community needs, values, and priorities.
- Developing screening criteria and performance measures that reflect the program values. We are committed to identifying a design solution that prioritizes equity and climate concerns.
- Engaging the community in a meaningful and authentic way while centering equity and elevating voices from communities of concern.

Examination of how the proposed project has considered consistency with the Oregon Highway Plan, Regional Transportation Plan, and the Regional Transportation Functional Plan.

As previously noted, the IBR program is re-initiating the CRC project and proposing design and program refinements as needed to reflect community priorities and meet community needs. An assessment of how the program will support relevant agency plans is part of this initial evaluation related to plan consistency.

The proposed project supports Growth Management Act policies and the Oregon State-wide Planning Goals pertaining to transportation and infrastructure improvements. The project would accommodate and integrate with a variety of planned transportation facilities throughout the Portland/Vancouver Metro area. The project would be consistent with goals for providing infrastructure to urban areas and for directing high density growth to urbanized locations. Regional plans, adopted by the Southwest Washington RTC, Clark County, and Metro would be supported by improved infrastructure and the extension of a high-capacity transit system.

Goals in the state highway plans (the OHP and the Washington Transportation Plan) clearly state objectives for mobility, congestion relief, and freight movement. The IBR program would support these goals. As requested by Metro, the remainder of this section focuses on the IBR program's support of the following plans:

- OHP Policy 1G and Action 1G.1
- 2018 Regional Transportation Plan
- Regional Transportation Functional Plan Section 3.08.220: Transportation Solutions

Oregon Highway Plan – Policy 1G and Action 1G.1

Oregon Highway Plan Goal 1G: *It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.*

Oregon Highway Plan Action 1G.1: Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings which support using lower priority measures before higher priority measures.

1. **Protect the existing system.** The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.

2. **Improve efficiency and capacity of existing highway facilities.** The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

3. **Add capacity to the existing system.** The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

4. **Add new facilities to the system.** The lowest priority is to add new transportation facilities such as a new highway or bypass.

IBR Program Evaluation: IBR Program is Supportive of OHP Policies

The IBR program is supportive of the priorities identified in the OHP, focused on improving the efficiency and capacity of the existing system while increasing safety and multimodal investments. The program would add auxiliary lanes and safety improvements (e.g., improved shoulders) to the highway and would improve low-carbon modal capacity through substantial investment in transit, bicycle, and pedestrian improvements, as well as invest in local street improvements to improve local connectivity and improved transportation performance.

2018 Regional Transportation Plan

Adopted by the Metro Council in December 2018, the 2018 Regional Transportation Plan (RTP) sets the long-range vision, goals, and outcomes for the regional transportation network. The 2018 RTP also

includes policies and a long-range investment strategy for achieving the region's vision, goals, and outcomes for the system. Through the development of the 2018 RTP, four policy priorities – safety, equity, addressing climate change, and managing congestion – were identified to make further near-term progress.

The 2018 RTP states that the "The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP), Oregon Transportation Plan policies (including OHP Policy 1G) and Section 3.08.220 of the Regional Transportation Functional Plan (RTFP)."

The project under consideration is included in the RTP: project ID 10893, I-5 Columbia River Bridge. The project currently in the RTP is includes tolling, a new bridge, highway improvements, light rail transit, and bicycle and pedestrian improvements.

Regional Transportation Functional Plan Section 3.08.220: Transportation Solutions

Section 3.08.220 of the Regional Transportation Functional Plan says that cities and counties shall consider the following strategies, in the order listed, to meet the transportation needs:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements;
2. Transit, bicycle and pedestrian system improvements;
3. Traffic-calming designs and devices;
4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and
6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

The IBR program has prioritized the strategies as listed in Section 3.08.220, with the exception of the land use strategies which are outside of the jurisdiction of the IBR program. The IBR program has committed to work collaboratively with local partners to implement the program to be future-compatible with local and regional land use plans.

IBR Program Evaluation: IBR Program is Supportive of Regional Transportation Plan and Regional Transportation Functional Plans

The IBR program will support Metro's efforts to maximize TDM and transportation system management (TSM) efforts, and it would evaluate vehicular capacity needed to meet demand. Specific efforts underway by the IBR program include:

- The development of high-capacity transit and evaluation of multiple scenarios for transit system improvements. These transit scenarios are consistent with the RTP.
- Evaluation of tolling and congestion pricing; the preliminary tolling structure plans include options for peak period pricing as part of the tolling of the I-5 bridge (tolls are planned to be higher during the peak periods). Congestion (or peak period pricing) is consistent with the Metro Regional Framework Plan and the Portland's Comprehensive Plan.
- The program will be consistent with, and build upon, related projects such as the installation of smart technology systems being installed by ODOT and WSDOT on I-5 in the Portland metropolitan region. These include an active transportation management (ATM) system, adaptive ramp meters, bus on shoulder, real-time modal travel time information, and commuter trip-reduction programs. These tools provide information to drivers to better manage traffic flow and enhance transit capacity during congested travel periods.

Additional system or demand management strategies planned or supported by the IBR program related to the goals outlined in the OHP and RTP are outlined in Part 2C, Performance Evaluation: Congestion Relief.

Additional support for local plans

The IBR program would allow the land use plans for Hayden Island and the City of Vancouver to be realized. Specifically, the project would support the City of Portland's Hayden Island Plan and the City of Vancouver's vision for downtown redevelopment and connectivity. The Hayden Island Plan was adopted in 2009 to provide guidance to the CRC project. The plan seeks to protect the interests of the island, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements. In the City of Vancouver, a replacement crossing would open the waterfront underneath the existing bridges and would vacate the existing I-5 right-of-way underneath the BNSF railroad berm, thus supporting Vancouver's planned extension of Main Street south to Columbia Way, which would include improved bicycle and pedestrian facilities.

The proposed project would comply with the direction of the Vancouver Comprehensive Plan to provide infrastructure to city centers and to provide a range of transportation facilities that would accommodate transit, bicycles, and pedestrians.

PART 2: PERFORMANCE EVALUATION

This section describes the project's approach to equity, safety, and congestion management. Performance across these goals/values/outcomes is of critical importance for the program and for the region.

2A: PERFORMANCE EVALUATION: EQUITY

An overview how the project addresses equity, from engagement to analysis of benefits and impacts.

How was the project identified in a planning process?

The project was identified during the planning process described in detail in the Columbia River Crossing environmental documentation. The CRC project was developed over several years and with extensive engagement of agency, public, and community partner involvement; the project made 27,000 public outreach contacts at about 900 events.

The equity approach for CRC was framed in terms of environmental justice and Title VI, but also included populations outside of the technical purview of those regulatory contexts (i.e., older adults, people with disabilities, and zero-vehicle households in addition to minority and low-income populations). It examined both short- and long-term effects related to the project, such as displacement, loss of community resources, and construction-related impacts. Some of the mitigation commitments made as a result of the analysis included:

- Create programs to promote use of local workers by utilizing apprenticeships and job training programs (to address loss of service industry jobs)
- Make information about tolling and transponders accessible and enabling unbanked people to purchase transponders using cash or EBT cards
- Build sound walls for highway noise and install residential sound insulation for light rail transit noise

How has the IBR program elevated equity and the voices of BIPOC [1] and low-income communities?

Since the project's re-initiation in 2019, the IBR program has been engaging the community with an emphasis on elevating the voices of communities of color, low-income communities, people with disabilities, and other underserved populations to help shape the program. This includes the

[1] Black, Indigenous, and people of color

formation of an Equity Advisory Group (EAG), a Community Advisory Group (CAG), listening sessions, partnerships with community-based organizations (CBOs), multicultural liaisons to engage communities speaking languages besides English, and other direct stakeholder outreach.

The EAG makes recommendations to IBR program leadership regarding processes, policies, and decisions that have the potential to affect historically underrepresented and underserved communities. Members of the EAG include partner agency representatives, CBOs, and community members who receive stipends for their participation. The EAG helps ensure that the IBR program remains centered on equity.

The CAG is representative of community members with balanced membership from both Portland and Vancouver. The group provides input and feedback on the IBR program, developing recommendations to help ensure the program outcomes reflect community needs, issues, and concerns. CAG members and the program team engage in ongoing community dialogue with a commitment to meaningful, two-way feedback. Two co-chairs, one representing each state, lead the group's diverse and inclusive membership. CAG members include CBO representatives and at-large community members who receive stipends for their participation.

The program held a series of "Elevating Equity Listening Sessions" in late summer 2021. This included sessions specifically for BIPOC individuals, older adults, people with disabilities, houseless individuals, and non-English language speakers. Participants expressed support for the program (particularly the high-capacity transit elements), as well as concerns about construction impacts and tolling.

One other recently launched initiative is a mini-grant program wherein CBOs receive funding to assist the IBR program with engagement activities. Selected CBOs include the Coalition of Communities of Color, Somali American Council of Oregon, Washington Advocacy for the Deaf and Hard of Hearing, Brown Hope, the Slavic Community Center of NW, and others.

The result of these engagement efforts thus far has been a reaffirmation of the need and priority to replace the Interstate Bridge and improve transportation options in the larger program area.

What analysis of equity benefits and impacts is forthcoming?

The assessment of potential benefits and burdens is ongoing. The overall approach evaluates how different design options will impact mobility and accessibility for equity priority groups, particularly in terms of access to proposed high-capacity transit stations, to jobs, and community resources. The evaluation will be incorporated into the process of screening design options as well as development of performance measures – for example, the EAG recently delivered to the program administrator a set of equity-centered screening criteria to be used in evaluating design options under development.

One early finding from analysis conducted thus far is that relative to the Portland-Vancouver region, the immediate program area has a high concentration of people with disabilities, low-income households, and zero-vehicle households. This indicates the importance of improved transit in the corridor and potential for strong ridership.

2B: PERFORMANCE EVALUATION: SAFETY

What are the safety concerns in the program area?

The federal government is interested in investing in nationally significant infrastructure projects. Ensuring the program is ready for investment requires our local and regional partners to work together to advance one multimodal design solution by May 2022. The replacement of the Interstate Bridge cannot wait any longer to address critical safety issues resulting from aging of the structure outdated design.

- The Interstate Bridge is built on wood piles in sandy soil, making the piles vulnerable to failure in the event of an earthquake; it is not practically feasible to retrofit the piles to current seismic standards.
- Design configuration of the existing bridge creates conflict areas that result in reduced vehicular flow rates, congestion, and crashes that result in injuries, fatalities, infrastructure damage and economic loss.
    - Design configuration issues include I-5 mainline ramp spacing, deficient ramp merge, diverging and weaving lengths, narrow lanes, limited sight distance, lack of safety shoulders, and bridge lifts. I-5 mainline ramp spacing results in deficient ramp merging, diverging, and weaving lengths
    - The roadway has narrow lanes, limited sight distance, and lacks safety shoulders.
    - The approaches to the Interstate Bridge in the program area experience crash rates over three times higher than statewide averages for comparable facilities.
    - Bridge lifts occur up to 250 times a year on average.
    - There were 7 fatal and 17 serious injury crashes in the program area from January 2015 to December 2019.
    - The shared use paths on the bridges do not provide adequate safety or space for travelers who walk, bike, or roll, and are not compliant with the Americans with Disabilities Act.

The ODOT Safety Priority Index System (SPIS) is the primary method for identifying high crash locations on state highways within Oregon. The SPIS score is based on 3 years of crash data and considers crash frequency, crash rate, and crash severity. ODOT bases its SPIS on 0.10-mile segments to account for variances in how crash locations are reported. To become an SPIS site, a location must meet one of the following criteria:

- Three or more crashes have occurred at the same location over the previous 3 years
- One or more fatal crashes have occurred at the same location over the previous 3 years

Each year, a list of the top 10 percent SPIS sites is generated, and the top 5 percent of sites are investigated by the five regional traffic managers' offices. These sites are evaluated and investigated for safety problems. If a correctable problem is identified, a benefit/cost analysis is performed and appropriate projects are initiated, often with funding from the Highway Safety Improvement Program.

A search of the ODOT 2017 to 2019 SPIS database revealed two locations within the Oregon section of the project area that ranked among the highest 5 percent in the state. The two locations are between mileposts 307.77 and 308.09 (the Hayden Island Interchange), and mileposts 308.15 and 308.38 (just north of the Hayden Island interchange). ODOT does not include the interchange ramps and intersections in the calculations of SPIS rates for the highway.

Are there any known or potential safety measures likely to be part of the scope of work?

The existing traffic safety hazards on I-5 in the project area include lack of shoulders, narrow lanes, poor vertical and horizontal sight distances, substandard merge and diverge distances, substandard weaving distances, and bridge lifts. Many of these design issues could be corrected with a replacement river crossing because the program would apply current design standards. Use of current standards will remedy multiple safety deficiencies on the existing bridge and associated roadway facilities.

The CRC project established a list of safety measures that would be developed for the project. These are being planned for inclusion into the IBR program and will be confirmed as design progresses. The anticipated measures include:

- Lane widths will meet current design standards.
- Sight distance will be improved, allowing drivers more time to react to changing operations on the roadway.
- Increased length of merge and diverge distances, weaving distances, and braided ramps to mitigate substandard interchange spacing.
- Shoulders will be provided to allow for breakdown areas and crash avoidance maneuvers.
- The connection between the Marine Drive interchange and Hayden Island would be improved by eliminating the local movement between interchanges from the I-5 mainline and accommodating the connection with a local multimodal bridge and/or redistributing Hayden Island traffic to the Marine Drive interchange. I-5 freeway operations would improve by braiding the on- and off-ramps between Marine Drive and Hayden Island.
- Auxiliary (or add/drop) lanes connect two or more highway interchanges and improve safety and reduce congestion in the through traffic lanes by providing space for cars and trucks entering and exiting the highway to increase the distance needed to merge and diverge between interchanges. This is especially important for closely spaced ramps such as between Victory Boulevard and Marine Drive, and at the river crossing where three large interchanges (Marine Drive, Hayden Island, and State Route [SR] 14) all have traffic entering and exiting I-5 within a 1.5-mile segment.
- Local streets impacted by the project will be designed to meet current standards at the intersections and will provide bicycle and pedestrian improvements that meet current safety standards.

- The shared use path will be designed to accommodate users of all abilities and varying speeds of mobility (ranging from walking to use of electric bikes).
- Bridge lifts, which stop traffic on I-5 and create unstable flow conditions would no longer occur.

2C: PERFORMANCE EVALUATION: CONGESTION RELIEF

The Portland-Vancouver region places a high priority on TDM and TSM, as evidenced by the inclusion of specific policies in the region's adopted plans and the actual implementation and operation of TDM and TSM programs. TDM seeks mostly to reduce travel demand by shifting travelers to different modes, different times, and different routes. TSM is intended to maximize system efficiency, maximizing the available capacity. The IBR program would include many facility improvements that will allow the region to expand upon current TDM and TSM efforts. Additional TDM and TSM improvements and elements of the IBR program may be developed through the continued design process.

The project proposes to use an array of system approaches to address congestion and travel demand as a means to right-size any changes to roadway capacity. For example, the project would have a substantial transit element, which would expand transit service in the corridor, thus providing more attractive options for drivers to move to transit. The project would also include substantial improvements to the bicycle and pedestrian facilities and local street network. The transit, bicycle, pedestrian, and street network improvements would support modal shifts by providing safe and reliable multimodal options to vehicular travel. The project will evaluate transportation system and operation elements to manage congestion and promote travel reliability in the program area.

The project will model tolling on the I-5 bridge to evaluate impacts of roadway pricing. The IBR team, in coordination with the ODOT toll program, determined that a sensitivity analysis will be completed to reflect a representative toll scenario. The scenario accounts for tolling on all of I-5 and I-205 from the Columbia River to the I-5/I-205 split near Wilsonville. The IBR program will model a typical weekday, variable toll rate scenario based on a schedule.

What new street configurations would be part of the project?

Among the street configurations planned for the project, the following would serve to improve the local connectivity of the street network. These improvements would increase the opportunity for safe local travel, including for non-motorized use.

- Raising I-5 as it crosses the Columbia River into Washington would allow for an extension of Main Street beneath the BNSF railroad crossing, from 5th Street south to Columbia Way, which supports the City of Vancouver's vision of providing greater connectivity to the waterfront.
- The proposed Fourth Plain interchange improvements would increase bicycle and pedestrian safety by adding eastbound and westbound bicycle lanes, with a sidewalk on the south side.

- The IBR program would modify local streets on Hayden Island to improve connectivity and local multimodal access.
- The IBR program would improve local connectivity and multimodal facilities in the Bridgeton neighborhood. This would include improved connections to the 40-Mile Loop.

What are the current transportation system management and operations strategies that would be used in or near the project to manage congestion prior to adding capacity?

Regionwide TSM facilities and equipment help maximize capacity of the street and highway system. The I-5 corridor was among the first in the region to employ TSM technology to help the corridor operate with maximum efficiency. Regional TSM programs include the following:

- System monitoring and traveler information systems (e.g., web-based information systems, variable message signs).
- Facility management systems (e.g., optimized signal systems, ramp meters, signal priority for special users, such as transit).
- Incident management systems (e.g., incident response and recovery teams).
- Ramp meters are currently in use by ODOT along the I-5 corridor throughout the Portland area and by WSDOT on I-5 in Vancouver. The IBR program would retain ramp meters at all current locations. The ramp meters will allow both monitoring and regulating the flow of traffic to maintain mainline traffic flow on I-5; maintaining flow is a key element of the TSM programs in the region. Where multilane ramps are provided, ramp meters and related equipment could also allow queue jumps for buses, carpools, or other designated vehicles. Were this option to be chosen and implemented, the ramp meters and equipment could be operated such that they complemented a TDM program that affords travel time advantages for users of transit or carpools.
- Bus on shoulder (allows buses to use the highway shoulders and bypass congested travel lanes).
- Tolling (project and regional studies and planning for tolling are underway).

Support and expansion of the current programs is anticipated with or without the IBR program because of the priorities that have been set in the planning documents described in Part 1 of this document.

What are programmatic demand management activities that are currently supported in the vicinity of the project and additional demand management elements that will be considered by the project?

The region supports a range of TDM programs, with significant effort by the transit agencies in Vancouver and the Portland metropolitan areas. TriMet and C-TRAN work together to provide transit

service within and beyond the project area. The following are current TDM features employed regionally to support TDM efforts:

- Transit: C-TRAN and TriMet each operate regional bus-based fixed-route transit service as well as special access (i.e., dial-a-ride) service. Additionally, TriMet regionally operates fixed-route light rail transit with service along Interstate Avenue terminating at the Expo Center. C-TRAN operates express commuter buses from Clark County to central Portland via I-5 on weekdays.
- Park-and-ride lots: C-TRAN and TriMet operate several park-and-ride lots throughout the region.
- Carpool/ridesharing: The CarpoolmatchNW.org website helps the public find potential rideshare/carpool partners based on individual information provided regarding people's commute routes and times.
- Vanpool: The Metro Vanpool program sponsored by Metro and C-TRAN provides information, incentives, and opportunities for employers or groups of commuters to form a vanpool within the Portland/SW Washington region.
- High-occupancy vehicle lane on northbound I-5 in North Portland: A reduction in travel time is an incentive making carpooling more attractive than driving alone.
- Employer-sponsored commute programs: Commute trip-reduction laws in both Washington and Oregon have spurred actions on the part of employers to actively promote TDM. Employers of certain sizes are required to demonstrate efforts to achieve TDM results and track success. Employers have considerable flexibility to tailor programs to their needs, their employees' needs, and to the availability of alternative modes of travel. Typical employer-sponsored TDM features include flexible work schedules; working from home (telecommuting); subsidized, or even free, transit passes; ride matching and preferential parking for carpools and vanpools; guaranteed ride home; parking cash out (giving those who do not occupy a parking space the equivalent in cash to use to subsidize their mode of choice); incentives to walk and bike; secured bicycle parking; and changing rooms/showers.

For a TDM program to be successful, one of the prerequisites is the existence of at least one viable alternative to single occupancy vehicles (SOV). There are real or perceived problems in the I-5 corridor that appear to have limited, or at least hindered, the use of alternatives to the SOV mode of travel. The facilities planned as part of the IBR program and their contribution to helping TDM programs achieve their potential are described below.

Public Transit Corridor Facilities

One of the key elements of the Purpose and Need for the IBR program is, "Improve connectivity, reliability, travel times and operations of the public transportation systems in the project area." Currently, public transit in the corridor consists of both express and local buses that mix with other traffic and use the existing lift-span bridges for their crossings of the Columbia River. TriMet's MAX light rail transit currently terminates at the Expo Transit Station near the Marine Drive interchange. One northbound lane on I-5, which is a managed lane intended for exclusive use by vehicles with two

or more occupants during the 3 p.m. to 6 p.m. weekday period, helps northbound transit vehicles maintain faster service during the PM peak periods.

There are several significant advantages for public transit that will be brought about by the IBR program:

- The planned high-capacity transit corridor would offer ways to avoid congestion on I-5 that are experienced by buses operating in regular service today.
- By using a high-level fixed-span bridge for the new Columbia River Crossing, transit vehicles will no longer be subject to interruptions of service due to river traffic requiring a bridge lift.
- Adding a fixed guideway to be used by high-capacity transit will increase capacity, reliability, and efficiency of the transit system.
- Capacity of the transit system will be substantially higher than that afforded by public transit mixed with other traffic in the existing corridor.

Facilities for Bicyclists and Pedestrians in the Corridor

Deficiencies of the existing facilities for pedestrians and bicyclists are well documented. One of the pass/fail criteria used in the initial screening of alternatives for the CRC project was whether the alternatives "improve bicycle and pedestrian mobility in the bridge influence area." The existing accommodations for bicyclists and pedestrians on the I-5 bridge consist of narrow sidewalks generally between 4 and 5 feet in width. Bicyclists and pedestrians crossing the bridge both northbound and southbound share this limited space. Numerous protrusions reduce the effective width. The railings are of insufficient height for safety and lack a rub-rail. The railings' balustrades and the bridges' trusses protrude, leading to the potential for a cyclist's handlebars to snag on protrusions causing a loss of control and a crash. In addition, the close proximity to the narrow lanes and higher speed motor vehicle traffic makes the experience for bicyclists and pedestrians unpleasant.

Substantial bicycle and pedestrian improvements will be included in the IBR program. These include new facilities such as the multi-use pathway across the river, street improvements around the rebuilt interchanges, and new facilities for bicyclists and pedestrians around the new light rail stations and park and ride facilities. Key improvements (discussed from south to north within the project area) include:

- Pedestrian and bicycle improvements at the Marine Drive interchange would include connections with multi-use paths along the North Portland Harbor, the Expo light rail transit station, and local streets.
- The multi-use path over the North Portland Harbor and the Columbia River would serve as a continuous route for bicyclists and pedestrians.
- To improve east-west connections on Hayden Island, sidewalks and bicycle lanes would be provided along local streets (e.g., Jantzen Drive, Hayden Island Drive, and Tomahawk Island Drive).

- The bridge over the Columbia River would accommodate a multi-use pathway that would separate pedestrians and bicycle traffic through pavement markings. All bicycle and pedestrian improvements would meet Americans with Disabilities Act accessibility standards.
- Ramps from the north end of the main bridge over the Columbia River would connect the multi-use path to Columbia Way and Columbia Street in Vancouver. The wide multi-use path would also reduce conflicts between bicyclists and pedestrians by affording enough space to accommodate two-way travel for both.
- The multi-use path would provide connections to regional pedestrian and bikeway facilities that exist throughout Vancouver.
- Additional improvements in Washington would include rebuilt overpasses with improvements to bicycle and pedestrian facilities that would enhance east-west non-motorized movements and a rebuilt overpass for Evergreen Boulevard that would include bike lanes and 15-foot-wide sidewalks with clear delineation and signing.

How will tolling be analyzed for the project, and how could it be used as a TSM and TDM measure?

Regional tolling programs are currently under consideration. Tolling would also be part of the IBR program. Multiple scenarios and pricing models are being analyzed by the IBR program to determine the optimal means of managing demand while also supporting regional and statewide equity goals. Tolling can be used to be both a TSM measure (e.g., traffic smoothing) or a TDM measure (pricing roadway use). Some considerations related to tolling in relation to the IBR program include:

- Toll revenue collected from Interstate Bridge users will help fund the bridge replacement and pay for long term bridge operations and maintenance.
- While funding construction is the primary objective on IBR, toll rates are expected to vary by time of day in a manner that would support mobility and relieve traffic congestion, promoting travel time savings and improved reliability.
- The time-saving benefits of the tolling extend to all travelers, with the greatest benefit to those without flexible work hours that travel during the morning and afternoon peak periods.
- Tolling could address congestion relief; variable pricing keeps roadways functional with higher tolls at peak times to manage traffic flows to the available capacity, potentially subject to minimum and maximum rates.

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Business Meeting
March 11, 2021
Salem, Oregon

The regular meeting began at 9:00 a.m. at the Oregon Department of Transportation Headquarters in Salem, Oregon.

Video recording of the meeting is available online through the Commission website: https://www.youtube.com/user/OregonDOT/live.

Background materials for all agenda items are stored in **Director/Commission/History Center File, Salem, Oregon.**

Notice of these meetings was made by press release to local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Robert Van Brocklin
Vice Chair Alando Simpson
Commissioner Julie Brown
Commissioner Sharon Smith
Director Kristopher Strickler
Asst. Director for Finance and Compliance Travis Brouwer
Asst. Director for Operations, Cooper Brown
Asst. Director for Social Equity Nikotris Perkins
Asst. Director for Government and External Relations Lindsay Baker
Climate Office Director Amanda Pietz
Urban Mobility Office Deputy Director Della Mosier
ODOT Region 4 Manager Gary Farnsworth
Delivery and Operations Div. Administrator Karen Rowe
Deputy Delivery and Operations Div. Administrator McGregor Lynde
ODOT Chief Engineer Steve Cooley
Policy, Data and Analysis Division Administrator Jerri Bohard
Public Transportation Division Administrator Karyn Criswell
Interstate Bridge Replacement Program Administrator Greg Johnson
Assistant Interstate Bridge Replacement Program Administrator Ray Mabey
Commission Coordinator Sabrina Foward
Temp. Commission Assistant Jessica Virrueta

Chair Van Brocklin called the meeting to order at 9:00 a.m.

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Chair's Report
Agenda Item A

Oregon Transportation Commission (OTC) Chair Robert Van Brocklin welcomed those tuning in and participating in the meeting and thanked the public for their submitted comments. He noted there would be live closed-captioning available to assist in transcribing the meeting. He reserved time to welcome the Commission's new Coordinator, Sabrina Foward. He also noted that Vice Chair Simpson was delayed and would be joining the meeting late, but would be working with a quorum of three which is an official quorum of the Commission and would be able to take action on items if needed.

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Director's Report
Agenda Item B

ODOT Director Strickler provided a report to inform the Commission of two items of interest and yielded his remaining time to McGregor "Mac" Lynde, Deputy Delivery and Operations Division Administrator, for a brief wildfire update.

Winter Ice Storm February 12-16, 2021:
Large amount of ice and power loss across Oregon. Congratulated our team for a job well done and jumping into action and keeping the roads bare or in slush conditions. Twelve of our state operated radio stations lost power and were using backup generators. Significant coordination with utilities and other jurisdictions happened. Many facilities were closed to replace or repair some of the electrical lines for Oregonians. Interagency cooperation and cooperation with the public utility partners is something we are proud of as an agency

Troy Costales Retirement May 1, 2021:
Troy served 36 years in local service, 33 years with ODOT, 21 years as a Division Administrator. Troy has helped lead Oregon to the highest seatbelt use rate of any state, 98.2 percent, states lowest fatality toll since the 1940s, and one of the largest fatality declines from one year to the next. Director Strickler shared additional information with Troy's tenure at ODOT, including serving in all of the divisions within ODOT.

Wildfire Update from Mac Lynde:
Mac gave an update, 6 months from the previous update, on where ODOT is at as the agency takes the lead role in cleaning up hazardous trees as well as burned down homes and businesses. He is currently leading the cleanup efforts from the wildfires that occurred fall of 2020. There's an online dashboard (wildfire.oregon.gov/cleanup) that members of the public can go to sign up for updates and get up to date information on where the agency is at with cleanup efforts. Mac presented a PowerPoint with updates on the wildfire recovery efforts. There is an email (odot.wildlife@odot.state.or.us) and also a hotline (503-934-1700) that is staffed by a team to help respond to questions or inquires.

Discussion:
Chair Van Brocklin acknowledged Director Strickler's report. Chair Van Brocklin took a moment to discuss the winter ice storm and how impressed he was with the cooperation to solve electrical outages. He also congratulated ODOT for their role and quick response in challenging conditions. Chair Van Brocklin commented about Troy and thanked him for his work with the agency. Commissioner Brown thanked Troy for his work with ODOT and mentioned working with him on the safety committee. Commissioner Smith congratulated Troy for his work with the agency and wished him a great retirement.

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Real-Time Virtual Oral Public Comment
Agenda Item C

Mayor Scott Hill, City of McMinnville, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and provided a bypass information sheet with updates. He recognized great support that the bypass committee has received from OTC and ODOT, with special recognition to John Huestis, Sonny Chickering and Travis Brouwer along with OTC Chair Van Brocklin and Director Strickler. He acknowledged a true partnership in the work they are trying to accomplish. There's a need for state and local investment to leverage federal dollars. He shared his thoughts on the priority level of this project and successes through phase one and that phase two is shovel ready. Newberg Dundee is a high priority effort. Thanked ODOT and OTC in the partnership and they are committed as communities to do their local matching and hope to see this project as a priority for ODOT and OTC.

Casey Kulla, Yamhill County Commissioner, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and spoke on behalf of parkway committee for the county. He spoke on the importance of the project and completing the remaining two phases. He mentioned that state agencies need to address climate issues and equity in their project and noted that this project is equitable and would help keep diesel fuels out of the inner city thus furthering climate goals. He has three requests for the Commission: First he asked the Commission to hold ODOT accountable to building protective paths along the corridor as soon as possible. Second he requested the Commission to hold ODOT accountable to require bus rapid transit design features in this project. Third request is to require an equity advisory committee for the project in order to make good planning and design decisions. In closing he mentioned that it was the tenth anniversary of the 9.1 magnitude earthquake and tsunami in Japan that destroyed the Fukushima power plant and that Oregon's shake alert system is being activated on the anniversary. He also mentioned that a stable lifeline to the coast may be the difference between community recovery and community abandonment.

Tribal Councilor Denise Harvey, Confederated Tribes of Grand Ronde, commented on Highway 99W/18 bypass (Newberg Dundee Bypass) and emphasized the importance of the travel economy, the coastal economy, and wine industry that is all supported by the bypass and the tourist opportunist across the entire travel shed. There's an importance of the west valley being supported with good transportation opportunities for employees and citizens of the areas. She also mentioned forest fires and coastal evacuations with Grand Ronde becoming the command post and fire camp

for over 200 wildland fire fighters in the area. It is extremely important to have a way in and out for public safety in a natural disaster. Phase one has already made a significant difference for commuters and emphasized the importance of completing the bypass and looks forward to seeing the bypass completed in the near future.

Brian Worley, County Road Program Director, Association of Oregon Counties, commented on agenda item H: Federal COVID-19 Relief Funding Allocation. His colleague Jim McCauley, Legislative Director for League of Oregon cities, was unable to attend but Worley referenced their jointly submitted written testimony in support of agenda item H. He thanked OTC and ODOT in recognizing the importance of the city and county transportation system in the updated funding relief proposal. It takes a balanced approach and supports local governments who have lost significant revenue due to the pandemic. He thanked ODOT leadership staff Travis Brouwer, Jeff Flowers and Trevor Sleeman for working closely with local government partners and listening closely to feedback and shared priorities. Relief funding is desperately needed at this time and will help city and counties with budget deficits, delayed projects, work force shortages, hiring freezes and for some, may prevent layoffs. He discussed the differences in how the funding is split in the earlier proposal and the current proposal. It is greatly appreciated and represents a more balanced and equitable approach to following the statutory highway funding sharing agreement. He looks forward to the continued partnership and support with local governments.

William J. Cook, Special Counsel, Cultural Heritage Partners, PLLC spoke on the behalf of Patricia Benner of Corvallis Oregon, resident and business owner, and commented on the Van Buren Bridge Project in Corvallis, OR. He stated that Patricia seeks to help ODOT find a way to protect and preserve the Van Buren Bridge. It has been determined eligible for listing as a national register of historic places. They believe ODOT is skipping legal steps in the mandatory environmental review including not preparing an environmental assessment or environmental statement that is required by NEPA. Written comment explains they asked ODOT to reassess their decision to exempt the project for NEPA review. Second, they believe ODOT cannot propose demolition of a bridge without an evaluation of the proposed demolition and placement according to part of the Oregon transportation act of 1966. William discussed the law and what it includes. He believes it would be helpful for ODOT to update the public on their compliance with the mandates. Third, they believe that section 106 has not been followed by ODOT and that demolition isn't appropriate. Going forward, they ask that ODOT provide a timeline of how and when ODOT intends to comply with federal historic preservation review laws and requests that the Van Buren Bridge be preserved.

Patricia Benner commented on the Van Buren Bridge Project in Corvallis, OR. Thanked the Commissioners for the work that ODOT does for the state. She is speaking to urge ODOT to repurpose the Van Buren Bridge as a pedestrian and bicyclist river crossing after the new bridge has been constructed. SMG has studied moving the bridge 150 feet up river and has been found to be practical and feasible at about half of ODOT's cost to the city council. The bridge would be placed on seismically sound piers and the new location would serve bicyclists and pedestrians along highway 34 as well as local users. Patricia talked about who the bridge should serve and how it should be designed. Patricia submitted a written testimony and pointed the Commission to review it for additional safety information. As she is not an expert in historic preservation, she hired Mr. Cook for his expertise and he spoke earlier and submitted written comments on her behalf.

Kathleen Harris signed up for public comment on the Van Buren Bridge Project in Corvallis, OR, but did not call in to provide public comment.

Kim Fella commented on what she believes to be willful neglect of surface water on Highway 260 - Josephine County. She gave her address and wanted to bring to light what she feels is neglect by ODOT and feels strongly that the Commission should take action on this matter. She described when she purchased her home and that it was once highway 260 and was relinquished to Josephine County along with $6.4 million for maintenance that she doesn't believe has been performed. Fella also mentioned that she is being sued by her neighbor for blocking a culvert that he installed in a FEMA floodway without a survey or permission on a private easement. The culvert floods her field and has flooded her neighbors pump house, garage and a portion of her home. She believes the majority of water is runoff from Lower River Rd (previously Highway 260). That portion of the road has standing water most of the winter season and causes road hazards, a she believes a high water sign is not enough. She also described her neighbor's property and what they built to mitigate the runoff on their property. She believes it is willful neglect and shared her YouTube channel (Kizzy Josephine County Oregon) where people can go to view her claims.

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Climate Office Update
Agenda Item D

The Commission received an informational update from the ODOT Climate Office on efforts to implement Executive Order 20-04, the Strategic Action Plan and to integrate climate considerations throughout the Agency.

Background:
ODOT formed the Climate Office nearly a year ago and has accomplished a lot since that time, although much work still remains. The Office focuses on reducing emissions and pollution from transportation and adapting to the impacts of climate change. The Commission last received an update on the progress of efforts in October 2020, and interfaced frequently with the Climate Office in the deliberation of funding allocations for the 2024-2027 Statewide Transportation Improvement Program (STIP) through December 2020.

Several of the efforts of the Climate Office are directed by Oregon Executive Order 20-04, which requires ODOT to add a climate lens to STIP decisions, identify statewide needs for public electric vehicle charging infrastructure, collaborate with other state agencies on greenhouse gas (GHG) reduction activities (Every Mile Counts), and integrate climate considerations into agency practices. Attachment 1 provides an overview of ODOT's progress implementing Executive Order 20-04 over the last year, and was submitted to the Governor's Office March 1, 2021. Additionally, other climate-related actions are identified as Strategic Outcomes in the 2021-23 Strategic Action Plan. These and other efforts are underway and staff will provide an update on progress and expected outcomes.

Additionally, staff will discuss the concept of a 5-year ODOT Climate Work Plan. The Work Plan will direct activities of the Climate Office and other groups within ODOT to reduce GHG emissions

and prepare for the impacts of climate change. Attachment 2 provides a preview of actions that are either underway or under consideration over the next five years. The draft list pulls from the Statewide Transportation Strategy: A 2050 Vision for GHG Reduction (STS), 2021-23 Strategic Action Plan, Executive Order 20-04, and other critical work. The ODOT Climate Work Plan should include those actions most critical or foundational in the next five years, recognizing the need for additional, sustained long-term efforts. ODOT will update the Work Plan every five years. Staff recognizes that there may be important work items missing from the current short-term list of potential actions in Attachment 2, and welcomes public and Commission feedback.

Attachments:

1. Attachment 1 – *ODOT Takes Steps to Address Oregon's Climate Crisis: Progress Overview of Executive Order 20-04 Implementation (March 2020-March 2021)*
2. Attachment 2 – *Draft Climate Actions Under Consideration for a 5-Year ODOT Climate Work Plan*

Presentation:
Amanda Pietz presented a PowerPoint with updates on the Climate Office as well as their current efforts and focus areas (action plan). The Climate Office is composed of three parts: mitigation, adaptation, and sustainability. March 10th was the one year anniversary of the climate executive order. Attachment 1 is the complete packet that was submitted to the Governor on what the agency has done to comply with the executive order. Amanda highlighted a few topics within the attachment: How ODOT has embraced climate as a top priority within the agency, a significant investments in climate, and integrating equity and climate justice in everything that they do do.

Discussion:
Commissioner Smith thanked Amanda for her work and accomplishments in just one year and looks forward to the continued efforts. Chair Van Brocklin agreed and noted there is a lot of work to do and Amanda's leadership has been noticed and is appreciated. He mentioned one example of major headway – automobile manufacturers. They announced that they are phasing out the combustible engine to electric/non GHG producing for many vehicles. It is an example of what is going on elsewhere and is going to effect the country and world. We look forward to partnering more broadly as initiatives are taking in the public and private sectors. OTC looks forward to Amanda's leadership, council and partnership in making progress in areas that have been identified and those yet to be identified, it is an evolving landscape.

Action:
None taken.

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Interstate Bridge Replacement Update
Agenda Item E

The Commission received an informational update on the recent work of the Interstate Bridge Replacement team.

Background:
The Interstate Bridge Replacement program is working with its partners, advisory groups, and community members to update Purpose and Need and define community Vision and Values this spring. Once completed these key elements will be used screen alternative design concepts which will eventually lead to a preferred alternative. The program will have recently conducted a large community engagement effort around getting feedback from the public on Purpose and Need and Community Vision and Values. Part of this work was an online open house, a community survey, newsletters, and community briefings. This update will cover feedback we have heard from the community engagement effort, and from program partners and advisory groups.

Presentation:
Greg Johnson presented a PowerPoint with updates on the Interstate Bridge Program activities. Greg went over the program timeline that had originally started in 2004. Waiting for a Federal record of decision that should happen in 2024 and would allow design and construction in 2025. Ray Mabey went over changes that have happened since the program started including a focus on climate and equity. He also noted that transportation problems that were previously identified still remain and have been confirmed by partners and community engagement efforts. They are setting a foundation by determining the purpose and need and hope to have it completed by the end of spring 2021. Greg went over the current advisory groups, their purpose, and meeting frequency as well as community outreach and community conversations that are happening. They will seek to come back to the Commission toward the end of May with the finalization of purpose and need and vision and values after final comments.

Discussion:
Commissioner Brown thanked Ray and Greg for their presentation and they answered her biggest question, where can the public get information. She encouraged everyone to use the public website. Commission Chair Van Brocklin also encouraged public input and participation in the process.

Action:
None taken.

The Commission recessed for break at 10:50am and convened at 11:00am.

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Review of 2021-23 OTC/ODOT Strategic Action Plan Progress Report
Agenda Item F

Reviewed the Strategic Action Plan (SAP) Progress Report and discussed the status of activities from launch of the SAP through February, 2021.

Background:
ODOT has transitioned to the execution of the SAP following OTC approval in October 2020. In December 2020, the OTC received a baseline SAP Progress Report and set an expectation that ODOT provide progress updates every other OTC meeting through 2021.

The March OTC presentation, will provide:

- an update of the SAP implementation progress in achieving the SAP Outcomes;
- a review and discussion of milestones that require modification from the baseline established in December 2020—addressing anticipated changes in schedule related to equity and sustainable funding actions; and
- an overview of activities related to a featured Strategic Outcome—Reducing Congestion in the Portland Metro Region.

Staff propose over the course of the 2021-2023 SAP, that OTC discussions will feature one to two Strategic Outcomes for a deeper discussion regarding the work accomplished, anticipated issues and next steps.

Next Steps:
Staff will respond to OTC feedback discussed in March and provide the next SAP Progress Report in July 2021. As part of the July OTC presentation, staff will highlight progress on metric development featured in the web dashboard.

Attachments:

- Attachment 1- *Strategic Action Plan Progress Report – March 2021*

Presentation:
Cooper Brown summarized what guidance was given by the Commission in December and the frequency that they with come back with updates Every time they come before the Commission to present updates they will highlight one item. For this month they are going over the congestion reduction work in the Portland Area that the Urban Mobility office is leading. Della Mosier helped with the presentation. Instead of having every Assistant Director speak during the progress report, they will rotate for each meeting. The Assistant Directors will be available for questions as well as the outcome leads for each effort. Cooper and Della presented a PowerPoint and gave a progress update for the SAP. Cooper went over the highlights of the progress report. Della focused on the 2021 milestones to reduce congestion in the Portland Region. Cooper requested thoughts and feedback on the SAP progress report or questions for Della on congestion work. Cooper also asked for concerns, comments, or feedback on the report itself. Cooper then continued the presentation on SAP communications and to answer Vice Chair Simpson's question. They are working on a web-dashboard and will bring it back to the Commission in July.

Discussion:
Welcomed Vice Chair Simpson to the meeting. Chair Van Brocklin congratulated the team on the implementation and progress of the Strategic Action Plan. Chair recommended a scoreboard or dashboard for the SAP progress report. A standardized format would be helpful so they know where to look. Vice Chair Simpson had a comment about the congestion management strategy in Portland; the Commission is aware and in support of what staff is doing as they stay innovative and evolving

the agency and is essential trying to address needs and concerns. He thinks it is good that we can share what's being worked on and shifts we are embracing internally, but brought the question of how we are communicating that out externally. Communication, internally and externally, is a big part of the SAP. Lindsay Baker added comments about communications and gave additional information on plans for the dashboard. It is a fundamental change and how we approach the work, it will be on a longer term horizon than what the Agency has worked on in the past. Integrated coordination is helping with the communication efforts. The next update will be in July.

Action:
None taken.

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Update the Commission on the cost reduction efforts underway with the ADA Program
Agenda Item G

Travis Brouwer gave an opening statement on financial updates and then presented a PowerPoint. Topics included modal equity, funding allocations for 21-24 STIP compared to 24-27, analysis of forecasting of dedicated federal and state funding (totals to 1.28 billion over the forecasted time), highway and non-highway funding comparisons, funding vs. needs for the 24-27 STIP (not meeting 30% of needs in most categories), there's a gap of over $500 million annually, turning to tolling to help manage congestion and fund projects, and reviewed public transportation need vs. funding chart.

Discussion:
Commissioner Smith asked Travis how ODOT comes to the numbers of need. Most of the slides are based on the investment strategy that the Commission approved last year. It laid out what the needs were from, the background work that ODOT has been working on for years, helped determine what the need was. The climate office used it for their analysis and Travis used it for his program level gaps, it came directly from work that the Commission has done in the past. Chair Van Brocklin noted that the investment strategy report is one of the best things we have to articulate the challenge that Travis and Commissioner Smith articulated.

Travis then introduced the ADA topic, noting that the Commission has provided a significant amount of money over the recent years. They thought it would be important to give an update on how we are being good stewards of tax payer resources and what we are doing to ensure we are completing projects in a cost effective manner. Travis introduced Karen Rowe and Steve Cooley, who gave an update on the ADA program.

Background:
The primary purpose of the ADA program and ODOT's participation, is to ensure that ODOT programs are accessible and that pedestrians with disabilities have an equal opportunity to use the transportation system in an accessible and safe manner.

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more

accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

This presentation provides an ongoing update on our progress in meeting the expectations of the March 2017 ADA Accessibility settlement agreement, including program timeline, funding needs, and ongoing efforts to reduce costs and find program efficiencies. The requirements of the agreement established a total count of 27,327 curb ramps on ODOT's transportation system, of which, 25,899 of these were determined to be non-compliant. Milestone targets for the next 15 years are 7,770 ramps updated by 2022 (30%) and 19,424 ramps by 2027 (75%) and 25,899 (100%) by 2032. The program is at a critical point in replacing the almost 8,000 ramps required by next year; and is on track to meet the milestones specified in the settlement agreement.

Cost Reduction Actions

Since 2017 the ADA program has been working on meeting the requirements in the settlement agreement by setting up the program, ensuring construction compliance and developing projects to meet the 2022 milestone. ODOT is aware of the importance in reducing the overall cost of the program and recognizes the impacts to other programs. ODOT has implemented and continues to do training for ODOT and contractors in design and construction to reduce the risk of reconstruction of the ramps that don't meet compliance. About 400 ramps a year are included in projects already in the STIP and are being replaced as part of the program. ODOT has identified three main areas of focus:

Ramp Design Changes: ODOT has made major changes to design and construction practices to ensure compliance with current ADA standards, and requirements of the settlement agreement. One of the cost increases in the program has been related to an increase in additional right of way. Initially the estimate of right of way was made at approximately 15%-20% of the ramps. This estimate was based on construction of pilot projects in 2018-2019 which demonstrated constructing ramps generally in existing right of way. However the group of projects in 2020-2021 had more unique challenges at individual ramp locations in design and temporary pedestrian access, which required additional right of way. Currently, approximately 50% of the ramps require some form of additional right of way, either permanent or temporary. This results in a substantial increase in dollars and time. The main focus of this effort is to reduce the overall footprint and minimize the need for additional right of way to construct the ramp. Currently ODOT is evaluating design practices and looking for opportunities to maintain compliance, while constructing ramps within our existing right of way. ODOT is engaging with internal staff and consultant partners (ACEC) to help identify process improvements and minimize scope creep in designs. Design guidance is being developed and will be distributed and available this April for projects in 2021-2022.

Reducing Construction Costs: As we reviewed the construction costs over the last year, it was apparent the contractors are adding in significant risk to their bid prices. In December of 2020 we engaged our contractors with a survey and followed up in January 2021, with individual workshops, with a select group of contractors. The purpose of the outreach was to identify areas of improvement, efficiencies and risk to help ODOT reduce our overall construction costs. Currently

we are reviewing this data and developing an action plan for implementation of these contract changes. Many of these changes will be implemented on the majority of the 2021-2022 projects.

Contracting Efficiencies: Current efforts to meet the settlement agreement requirements of building and/or updating 7,770 curb ramps by the end of 2022 are utilizing existing STIP projects that trigger the ramp work and standalone ADA ramp projects. Some of the challenges with starting up the program were related to training and the learning curve required to produce compliant ramps with a high rate of success. This learning curve, along with a segmented funding stream have required high numbers of ramps to be constructed in 2020-2022. This compression of schedule has limited ODOT's ability to deviate from traditional contracting methods, due to the risk of production. The additional funding that was approved by the OTC last January provides funding certainty and the ability to look beyond the 2022 deadline. ODOT will be aggressively looking for opportunities to leverage existing STIP and local agency projects, starting in 2022 and 2023. The ADA program has only had opportunity to leverage a small number of local agency projects thus far, but feels there is potential for great savings to the program and will be moving forward with this strategy. ODOT is also developing the use of Design Build contracts for projects starting 2023 and will have the use of Indefinite Delivery/Indefinite Quantity (ID/IQ) contracts starting in 2022. Both of these contracting methods should help bring innovation and efficiencies to this program by allowing design engineers and contractors the ability to work more closely together to construct compliant and cost effective curb ramps. ODOT continues to provide opportunities for the use of small businesses by allowing for smaller project sizes, some of these projects are managed through our Maintenance District offices and the use of the Emerging Small Business program.

The next step will be to develop an action plan for cost reduction items in all three focus areas with an implementation schedule. Some of the items are already underway and as mentioned above will be implemented on the 2021 and 2022 projects. Additionally the ADA program is currently working with ODOT's Internal Audits Unit to evaluate the program and identify process improvement areas to enable the program to be more efficient and aid in the management of risk in the program. The ADA program will also continue collaborating with our accessibility consultant who is a national expert on ADA compliance and has been assisting ODOT in the development of the program. Lastly, ODOT is recommending engaging with the Continuous Improvement Advisory Committee (CIAC), to provide updates on program progress and cost reduction efforts.

Program Funding

In January the OTC allocated $147 million to the ADA program, these funds will be used to complete the right of way acquisition and construction for projects in 2021-2022. These funds will also be used for the design and right of way acquisition for projects being constructed in 2023, responding to citizen inquiries, and developing a strategy to upgrade our pedestrian signals. An additional $90 million will be recommended to be added to the ADA program at today's meeting as part of Agenda Item H. These funds will be used for the construction of the ADA projects in 2023 and the design, right of way acquisition, and construction for ADA projects in 2024. This additional funding assumes a cost reduction within the anticipated 30%-40% range and provides the remaining funding necessary to complete the ADA projects and other program requirements for the 2021-2024 STIP. The $90 million is being proposed to come from COVID-19 relief funding ($32,189,314) and borrowing against the Fix-It funding in the 2024-2027 STIP ($57,810,687). The proposed 2024-2027 STIP has the ADA program budgeted for $170 million which has been reduced by the

anticipated cost reduction of over 30%. ODOT is currently implementing cost reduction measures into existing projects and plans to incorporate additional measures developed in the action plan as they become available over the next couple of months.

Attachments:

- Attachment 1 – *ADA Settlement Agreement*
- Attachment 2 – *2019 ODOT Annual Report*
- Attachment 3 – *2019 Accessibility Consultant Annual Report*

Presentation:

Karen Rowe and Steve Cooley presented the PowerPoint about reducing costs for ADA projects. They wanted to answer the question that was asked in the discussion at the last Commission meeting which was what is ODOT doing to control costs for ADA ramps. Karen gave an overview of the settlement agreement and what has been completed thus far. Training is a key element for inspectors, contractors, and designers and is a large learning curve. Karen went over the current program challenges and reviewed the agreement milestones and ODOT is on track to meet the deadline. What is being done to help with cost reduction in design such as less ROW to do the work, construction such as adding ramps into existing projects and different contracting methods was reviewed and are hoping to see a 30-40% cost reduction. Karen went over ADA STIP funding for the 21-24 STIP and 24-27 STIP.

Discussion:

Commission Chair Van Brocklin asked about reconstruction costs and what we are doing to reduce those costs. Some of the rebuild cost is built into the construction cost, as the training goes better, and inspectors and contractors are educated those costs should be reduced. It is a learning curve, but numbers are going down. ODOT is also looking at when the inspection is completed and will bring it in earlier, before construction is completed. Steve Cooley also commented that we are seeing reductions in the total number of remove and replace costs. Chair Van Brocklin also asked how frequent reconstruction is happening. Steve noted that in the beginning there were a lot of replacements but after 2019, ODOT updated their designs and during the last season the total replacements has went down significantly. Commissioner Brown asked Karen about if ODOT is responsible for the entire right of way (ROW) or if it is done in partnership, referencing the photos in the PowerPoint. Karen explained that part of the ramp requirement is related to the slope percentage and amount of space needed for a wheelchair to turn around. Steve answered on if we are impacting the ROW, permanent or temporary, it is the responsibility of ODOT and has increased costs. Commissioner Smith appreciated streamlining the process and reducing costs but acknowledged it is a learning curve and had a question: When it is discovered that it isn't in compliance, how is it found out, complaints or follow-up checks? Steve answered that during construction we have staff sampling projects to ensure the work is being done completed. After construction is completed, it can be the accessibility consultant making the review or the plaintiff going out and reviewing the work. Commissioner Smith thought it would be good to have a quality check over time to check compliance and how long the work is lasting. Chair Van Brocklin agreed that follow-up would be great, even a mailing, and would be best to be proactive. Cooper Brown also commented on the points that Chair Van Brocklin brought to the table and want to make sure there's access to all of our system by all users and that we are going above and beyond the agreement requirements. Cooper also said that imperial data to provide a rough percentage of reconstruction that has been done can be

gathered and shared, but Chair Van Brocklin didn't want to look at the past and a high level of information currently works. Chair Van Brocklin also mentioned that there's time to get community outreach right. Steve Cooley then responded letting him know that there is currently a community outreach program and is it assessed annually. Karen went over her closing statements and mentioned that we are partnering with local entities to make sure ramps are being updated in those projects as well. Karen thought that a more detailed report out could be brought to CIAC and Chair agreed, with a synthesized update to the Commission.

Action:
None taken.

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COVID-19 Relief Funding Package
Item H

The Commission was requested to approve ODOT's proposal for allocating funding from the federal COVID-19 relief funding package.

Background:
The COVID-19 relief funding package approved by Congress in December 2020 includes $10 billion in highway funding for relief to state DOTs and local governments who have lost revenue as a result of the pandemic and recession. Oregon will receive $124 million in highway funding.

The package also includes an additional $225 million for transit in Oregon, on top of the funding provided under the CARES Act earlier in 2020. ODOT will receive $2.8 million for rural transit providers, with most funding going directly to the large urban transit providers. Additionally, $4.8 million of the amount provided directly to Amtrak will be credited to the Oregon segment of the Cascades Corridor passenger rail service.

ODOT projects the State Highway Fund will lose $225 million through the end of state FY 2021 and $370 million through FY 2025 due to the pandemic and recession. This loss will largely hit the agency's operations and maintenance funding, as most project funding is provided through federal highway formula funds and bond proceeds that have not been impacted.

The federal COVID-19 relief funding for highways is available for traditional federal-aid eligible capital projects as well as maintenance, operations, and administrative expenses, including salaries of employees, information technology needs, and other purposes. The funding does not require a non-federal match. Funding is suballocated by formula to the state's three large metropolitan planning organizations, providing a total of $16.1 million to Portland, Salem/Keizer, and Eugene/Springfield. Funding is available for obligation until September 30, 2024.

Proposed Allocation
Based on these principles and goals, ODOT developed the following recommended funding allocation.

Local Government Funding: $55,791,257
ODOT proposes providing local governments a total of 45% of the COVID-19 relief funding in proportion to their share of the State Highway Fund revenue. This includes the following:

- $16,110,809 suballocated by federal statute for the large metropolitan planning organizations (MPOs)—Portland Metro, Salem-Keizer, and Eugene-Springfield;
- $38,828,628 to cities, counties, and small MPOs in general accordance with the ODOT/AOC/LOC federal fund sharing agreement. Of this amount, $22,454,595 will go to counties; cities over 5,000 outside an MPO will receive $8,125,036; small MPOs will receive $6,948,997 and $1,300,000 will be set aside for cities under 5,000 through the Small City Allotment program, which offers grants for specific projects. Local funding would be directed toward operations and maintenance costs to the maximum extent possible, with the exception of the funding for small cities.
- $577,698 for the Port of Hood River to compensate for lost toll revenue that would have been invested in the Hood River Bridge.
- $274,122 for the Port of Cascade Locks to compensate for lost toll revenue that would have been invested in the Bridge of the Gods.

State Highway Operations and Maintenance (O&M): $36,000,000
This funding will be applied to operations and maintenance to reduce ODOT's $200 million operational budget shortfall through 2027 and reduce the impact of reductions to operations and maintenance programs in the 2021-2023 budget.

ADA Curb Ramps on State Highways: $32,189,314
This funding will cover part of the remaining $90 million need for ADA compliant curb ramps in the 2021-2024 STIP in order to address equity and access for Oregonians with disabilities. Using COVID-19 relief funds reduces the need to borrow against Fix-It funds in the 2024-2027 STIP. The remainder of the need will be requested as part of the amendment in the 2021-2024 STIP amendment.

Attachments:

- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:
Travis Brouwer gave a brief summary of the changes in the COVID-19 relief package plan. Karyn Criswell started the presentation and went over the PowerPoint on the breakdown of fund allocations. Travis continued the presentation and discussed the state highway fund forecast and that it is projected that we will lose about 7% ($225 million) due to the pandemic and recession. That loss will be shared between ODOT, cities and counties. Within ODOT it hits the operations budget the most, where there has been a large structural budget deficit that has been exacerbated due to COVID-19. ODOT worked with AOC and LOC on how to distribute the funding using the existing federal funding share agreement percentages. The 45% to local agencies would be broken into three parts, totaling $55.8 million. For ODOT, they are requesting $36 million to operations & maintenance to offset the reduced revenue that is a result of COVID-19 and last summer's wildfires, usually federal dollars aren't eligible for these costs. ODOT is working through each Division's

budget plan that will include a 6% reduction in state highway fund dollars. Final recommendation is for ADA curb ramps in the amount of $32.2 million. They will be asking for the remaining funding in the 21-24 STIP, which is the next agenda item. In developing the 21-24 STIP, part of the funds for ADA curb ramps were borrowed against fix-it funds in the 24-27 STIP which could be reduced. Even with the money from congress, it is only making up for about 55% of lost funds due to COVID-19. We will still be short about $58 million dollars and local governments will be short as well.

Discussion:
Commissioner Brown asked if there would be a distribution chart to show how the money will be split up. Travis said they should be able to share it by the end of the week if the Commission approves, they didn't want to give out funding numbers that could be changed. It will be shared with cities and counties through their AOC and LOC staff. Commissioner Smith thanked the team for making changes to the original COVID-19 relief funds and trying to be fair. Chair Van Brocklin echoed Commissioner Smith's comment and that it was the right decision for this occasion.

Action:
Commissioner Smith moved and Commissioner Brown seconded to approve the allocation of COVID-19 relief funds as presented totaling $124 million. Commission members Vice Chair Simpson, Brown, Smith, and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for lunch at 12:10pm and convened at 12:40pm.

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2021-2024 Statewide Transportation Improvement Program Update
Item I

The Commission was requested to approve updated funding in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:
In December 2017, the Commission approved the funding allocation for the 2021-2024 STIP. When the Commission took this action, the scheduled expiration of the FAST Act on September 30, 2020 - the day before the new STIP began - created significant funding uncertainty for federal funding levels in the STIP. As a result, the Commission's funding allocation assumed a reduction of about 10 percent in federal highway formula funding available to ODOT for 2021 through 2024. This assumption mirrors experience of reduced funding after the surface transportation act's expiration in 2009. This approach is also a prudent risk mitigation strategy to avoid the pain of cutting projects.

During the STIP funding allocation process in 2017, ODOT worked with the Commission on a plan to obligate federal funding that came in over and above the assumed level. The Commission provided initial direction to ODOT to set aside the first $40 million in additional federal funding for a Strategic Investments Program that would allow the Commission to target funding to high priority

needs on the state highway system. The Commission also directed that any additional federal funding available after funding this Strategic Investments Program would go to Fix-It projects.

Congress recently passed a one-year extension of the FAST Act through federal fiscal year 2021 and provided additional funding for the Highway Trust Fund to ensure solvency for that period. This extension provided funding at a level below what Oregon received for FY 2020 but approximately $20 million above the level assumed in the STIP. However, this action still leaves ODOT with significant uncertainty about federal funding levels in 2022 through 2024, particularly given that the Highway Trust Fund will exhaust its balances again in about a year.

ODOT's October 2020 revenue forecast also provides a clearer picture of State Highway Fund dollars available to the 2021-2024 STIP. While COVID-19 and the recession have significantly reduced overall State Highway Fund resources, debt service over the next several years for repaying HB 2017 project bonds came in well below initial estimates developed in 2017, providing some additional resources for the STIP.

Additional Available Funding

Given all of this, ODOT proposes the following updates to funding levels built into the 2021-2024 STIP.

- Assume that current federal funding continues at the federal FY 2021 level through 2024. This will provide approximately $80 million in additional federal funding to allocate over the four years of the STIP.
- Given consistently high levels of annual federal highway redistribution funding that has come in over and above ODOT's assumptions, build an additional $20 million in annual redistribution funding into the STIP. This will allow ODOT to address critical needs now in a more comprehensive and strategic manner rather than programming funds each year with limited lead time. Over the four years of the STIP, this will provide an additional $80 million in funding to allocate.
- Add $7 million in special one-time federal highway funding that Congress appropriated in FY 2021 above the authorized FAST Act funding level.
- Add $47 million in HB 2017 funds to the STIP to reflect lower debt service costs than estimated in 2017.

All told, these changes lead to $214 million in additional funding to program in the 2021-2024 STIP. Of this additional available funding, the Commission approved $147 million in January for ADA ramps, leaving $67 million in additional available resources to allocate in March.

Taking this action would amount to fully allocating all reasonably anticipated federal funds for the next four years. This would leave no unallocated resources to meet any additional needs; the primary means of meeting additional needs would be through canceling or delaying projects and reallocating funds. Canceling or delaying projects might be necessary if federal funding falls below current levels, which remains a risk.

Critical Needs

ODOT has identified the following critical needs to be addressed during the course of this STIP. All of these projects are required based on direction from the Legislature, Governor, or a legal requirement, or are critical to wildfire recovery or implementation of the Strategic Action Plan.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	$60,000,000
Interstate Bridge Replacement Program	Fund program development through 2024	$30,000,000
ADA 2023-2024 Projects	Construct ADA projects through remainder of 2021-2024 STIP	$57,810,687
OR 99 Coleman Creek – Glenwood	Add shoulders/bike lanes, safe crossings, transit stops, and sidewalks for a mile along OR99	$8,000,000
I-5 Boone Bridge	Fund portion of project development through 2023	$3,700,000
Multimodal Corridor Network	Funds SAP multimodal network definition and funding prioritization work through 2023	$650,000
	Total	**$160,160,687**

As noted above, in January the OTC allocated $147 million to ADA curb ramps for projects in 2021-2022. In addition, ODOT proposes to program $32,189,314 for ADA ramps from COVID-19 relief funding. The amount listed above for ADA is the additional amount needed for projects in 2023-2024 beyond the amount already allocated in January and proposed from the COVID-19 relief funding.

The critical needs listed above exceed the additional available resources by $93,160,687. In order to balance the STIP, ODOT proposes borrowing against Fix-It funding in the 2024-2027 STIP. To mitigate this impact, ODOT proposes that any additional federal funding that comes in over and above the projected level during the 2021-2024 STIP go first to reducing this shortfall to reduce the amount borrowed from the Fix-It program in the 2024-2027 STIP. As any additional unallocated funding comes in, ODOT would automatically reduce the amount borrowed from the STIP in 2024-2027 and increase the amount available for Fix-It projects.

Tolling Development and Implementation: $60,000,000

With direction from the Legislature in HB 2017, ODOT is developing plans for congestion priced tolling on I-5 and I-205 to pay for congestion relief projects and help manage demand. Ongoing tolling development and implementation—including NEPA and developing tolling systems—requires additional funding. An infusion of $60 million should cover program costs through 2022, though additional funds may be necessary depending on the scope and pace of tolling implementation. Additional funds will be needed to implement tolling; ODOT plans to secure these resources by borrowing against future toll revenues.

Interstate Bridge Replacement Program: $30,000,000
The Interstate 5 Bridge over the Columbia River is a major bottleneck for all modes of transportation traveling across the river, as well as a significant seismic vulnerability. As directed by Governor Kate Brown and Governor Jay Inslee, ODOT and the Washington State Department of Transportation (WSDOT) have re-established replacing the bridge as a priority. The two states have hired a program administrator, developed a collaboration process with local partner agencies and selected a general engineering consultant. The Washington Legislature has dedicated $35 million to the project, and the Commission has dedicated $15 million in Oregon funding to date. ODOT will need to contribute an additional $30 million through this STIP cycle, which should get the project close to completing program development work.

ADA Curb Ramps: $57,810,687
ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 in which ODOT agreed to change practices related to compliance with the Americans with Disabilities Act (ADA). ODOT needs to provide funding to build a substantial number of curb ramps over a fifteen year duration, with three milestone requirements. With all of the current ADA Program funds allocated, additional funding is required through 2024 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. While ODOT estimates the additional funds for projects in 2023 through 2024 will cost more than the amount requested, the agency is implementing measures to reduce these costs, which has been applied to the request. If these savings cannot be achieved, additional funding may be necessary.

OR99: Coleman Creek – Glenwood: $8,000,000
This project is north of Phoenix in unincorporated Jackson County on OR99, central to the area that experienced massive destruction from the Almeda fire in September 2020. The project was under design approximately two years ago when it was cancelled due to insufficient funding to take it to construction. The project will upgrade OR99 from the north terminus of Coleman Creek culvert to Glenwood Road by widening for sidewalks and bike lanes, building three improved pedestrian crossings, and rebuilding six bus stops. Region 3 has allocated $2.5 million to the project, and Safe Routes to School (SRTS) Infrastructure and Sidewalk Improvement Program funds have already brought $2.67 million to the corridor. Rogue Valley Transportation District is a strong partner and has applied for $1 million of Statewide Transportation Improvement Funds (STIF) Discretionary grant funds to support bus stops and sidewalk infill, and an additional SRTS Rapid Response grant is likely to bring an additional $833,000 to the table. Including this STIP amendment, the total funding currently allocated to the project is $13,170,000. STIF and SRTS funding currently being requested would bring the total cost to $15 million; if this STIF and SRTS funding is not secured, the project's scope will be reduced. The project is in design now and expected to go to bid in 2023.

I-5 Boone Bridge: $3,700,000
The Interstate 5 Boone Bridge over the Willamette River is a crucial link on one of Oregon's critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require replacement to withstand a Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement. As directed by House Bill 5050, ODOT completed a study of the best approach to widen and accomplish seismic

resiliency of the bridge. In winter 2020 ODOT delivered a report and recommendation to the State Legislature recommending bridge replacement and operational and safety improvements on I-5. To advance the planning and design of this project ODOT will need to contribute $3.7 million through this STIP cycle, which should get the project close to completing program development and NEPA work.

Multimodal Corridor Network: $650,000
The identified Strategic Action Plan outcome of improved access to active and public transportation requires implementing actions to be carried out during the 2021-23 biennium. These actions include developing a baseline understanding of funding currently dedicated to walking, biking and transit; developing and implementing a funding prioritization process of existing pedestrian, bike and transit investments to improve access for marginalized communities; and defining a priority multimodal network to enable more strategic and equitable selection of future projects and programs. Both consultant and project management resources at an estimated cost of $650,000 are needed to move these actions forward while continuing core division work to fund active and public transportation services and provide technical assistance to external agencies implementing and delivering projects.

Attachments:
- Attachment 1 – *Integrated COVID-19 Relief and 21-24 STIP Funding*

Presentation:
Travis Brouwer introduced the PowerPoint on the 2021-2024 STIP amendment request. Cooper Brown reviewed the six proposed items that are being brought forward. The proposed investments are $60 million for Tolling Development and Implementation, $30 million Interstate Bridge Replacement Program (Washington has contributed $35 million) to get the program through completion of program development, $57.8 million for ADA Curb Ramps, $8 million for OR 99 in Phoenix, $3.7 million for I-5 Boone Bridge and $650,000 for Multimodal Corridor Network.

Discussion:
No questions were asked by the Commission. Chair Van Brocklin noted that these areas will be money well spent.

Action:
Commission Vice Chair Simpson moved and Commissioner Brown seconded to approve the proposed 21-24 STIP update in the presentation. Commission members Smith, Brown, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.

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2024-2027 Statewide Transportation Improvement Program Program-Level Funding Allocations
Agenda Item J

The Commission reviewed ODOT's proposal for the 2024-2027 STIP.

Background:

Over the last several months, ODOT has worked with the Commission on the allocation of funding for the 2024-2027 STIP. In December, the OTC allocated funding among broad categories as shown below.

Category	Amount
Fix-it*	$800,000,000
Enhance Highway	$175,000,000
Safety	$147,000,000
Public & Active Transportation	$255,000,000
Local Program	$404,500,000
ADA Curb Ramps	$170,000,000
Other Functions	$161,410,568
Total	$2,112,910,568

*After factoring in borrowing $120 million to cover ADA projects in 2021-2024 STIP.

Enhance Highway Discretionary Program

The Enhance Highway funding included $110 million for projects named by the Legislature in HB 2017 with the remaining $65 million available for an Enhance Highway discretionary program. Because no funding is available in other categories to specifically address congestion and freight mobility needs on state highways, ODOT recommends that this limited funding focus on filling this gap in order to address road limitations that can impact ODOT's economy.

Based on feedback from the Commission in January, ODOT has developed a proposal for how to allocate this funding. As described in the attached document, ODOT would use a competitive statewide process to fund projects including auxiliary lanes, truck climbing lanes, passing lanes, freight improvements, interchange improvements, intelligent transportation systems and other technology improvements, among others.

ODOT would factor in project benefits in terms of safety, equity, climate, and multimodal accessibility to ensure alignment with priorities in the Strategic Action Plan. ODOT would engage Area Commissions on Transportation on priority projects and ask ACTs for feedback on a proposed project list before bringing the final list before the Commission. ODOT recommends funding the best projects across the state while setting aside a minimum of 30% for projects in rural areas outside metropolitan planning organization boundaries and also setting a goal of distributing projects across the state.

ODOT is seeking Commission input and feedback on the general direction of the Enhance Program strategy as shown in the attachment. ODOT will share the final program details with the Commission before launching the project solicitation. The final project selection will be part of the 24-27 STIP that is approved by the Commission.

Attachments:

- Attachment 1 – *Enhance Highway Discretionary Program*

Presentation:

Travis Brouwer started the conversation with a summary of what was discussed previously with the Commission. Karen Rowe presented the PowerPoint to go over the Enhance Highway Program

proposal. The project types are at a conceptual level because it takes about two years to identify projects. In additional to geographical balance, they need to check with their MPOs and ACTs, it is currently a framework and will create the process once the Commission agrees with the proposal.

Discussion:
Vice Chair Simpson asked Karen to explain truck parking for the public. Karen then answered the questioned mentioning it could be part of ITS. Truck parking is meant to be near the interstate for when we close the interstate due to storms or accidents. Travis Brouwer added that with new hours service regulations there is need for truckers to have places to park when they've reached the end of their day. Currently when there's no places for them to park they park along side of the freeway which isn't always safe for the public. They are currently working with Western States on partnering with information systems, such as phone applications, in hopes to share those locations electronically with truck drivers.

Chair Van Brocklin agreed with the splits and it seems to be thought through. There was no objections to this approach. The final program guidance will be shared with the Commission before it goes out.

Action:
None taken.

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Refocus of Area Commissions on Transportation (ACTs) and discussion with ACT Members
Agenda Item K

The Commission reviewed the updated refocusing of the Area Commissions on Transportation activities in support of the Commission and ODOT and was asked for feedback.

Background:
The Commission heard a presentation on ACT engagement and were provided a report at their December meeting summarizing both the current role of the ACTs, as well as some initial recommendations on how to move forward (Attachment 1). The Commission directed staff to meet with each of the ACTs to share these draft recommendations and get ACT feedback.

Jerri Bohard, former Division Administrator for Policy, Data and Analysis, provided a presentation to the majority of the ACTs in collaboration with region staff who represent the agency and provide support with each ACT. All ACT members were provided the report given to the Commission as well as the Strategic Action Plan overview materials. While the conversations with the ACTs varied, they were framed around three key areas: (1) diversity of membership on the ACTs and what might need to change to meet the needs of their area from an Equity standpoint; (2) what areas of the Strategic Action Plan did they believe most benefitted from ACT engagement, and (3) how can Commission/ACT communications be improved. The following is a list of the key themes heard during those discussions, though generalized and not specific to any one ACT.

A. Equity

a. Most ACT members believe they have a good understanding of the diversity/demographics of communities, and those that see a need to augment their membership are not sure how. They want a clear and relatable definition of equity;
b. Many ACT members also identified specific membership areas such as freight, the elderly, and the disabled;
c. They recognize Equity is a challenge, as an area can go from urban to agriculture and everything in between. This includes for any given ACT, perspectives of both social and economic equity;
d. They expressed concerns over the ability to ensure newly invited individual members would have enough incentive or capacity to continue attending meetings; and
e. Many see the work of completing *Area Strategies* as a way to address Equity needs – such as addressing needs to make the system accessible to all.

B. Agency Initiatives
   a. ACT members recognized that one of the key roles of their efforts was the importance of collaboration, not only among ACT members, but agency (region) representatives. This includes local initiatives, transportation projects undertaken by the region, and any other transportation related or operational initiatives or efforts that benefitted from a discussion and awareness at the ACT table;
   b. They do believe that many of the initiatives in the SAP could benefit from ACT input and participation, including any efforts that had a statewide impact;
   c. They expressed that awareness of any and all funding programs that support transportation would be important for the ACTs to understand;
   d. They are interested in having a better understanding of needs across the system, the impact of those needs, and how they differ, whether within parts of the ACT, across ACTs, or across the state.
   e. They wish to continue to engage in STIP development, throughout the process, and to gain a better understanding of final directions envisioned, and opportunities for coordination and collaboration; and
   f. They wish to continue or expand on weighing in on all transportation programs, plan updates, and major/mega projects (e.g., Rose Quarter, I-5 Bridge Replacement) around the state, for all modes of transportation, supported by the OTC and ODOT.

C. Communication
   a. ACT members are recognizing the benefits of technology and how it could help with engagement, not only with the public they represent, and membership, but sharing of information on efforts that the agency is engaging in; as well as a way that they hope the OTC or OTC members could engage on a more regular basis with the ACTs and ACT members.
   b. They would like to see regularly scheduled engagement with the OTC or Agency leadership; and would like to see a regular statewide gathering of ACT Chairs;
   c. They suggest that more ACT members should be represented in statewide committees and task forces; and
   d. They are interested is seeing a clear and consistent feedback loop established as decisions are made or being considered, helping them to understand the impact of their recommendations.

Next Steps and Recommendations:
Based on this ACT input, see Attachment 2 for revised recommendations. Pending OTC direction, the agency anticipates bringing back a finalized work plan in May.

Attachments:
- Attachment 1 – *ODOT's ACT Reset Recommendations Report (from December 01, 2020 meeting)*
- Attachment 2 – *ODOT's ACT Refocus Recommendations*

Presentation:
Cooper Brown gave a brief summary of what had been discussed with the Commission previously and that they want concurrence from the Commission that they are moving in the right direction. Jerri Bohard presented the PowerPoint with the ACT refocus discussions. Equity, ACT engagement, and communication were themes that Jerri heard. They recognized they need younger members on the ACT. There is a lot of interest in statewide initiatives. There was a lot of discussion on the benefit of technology to help with communications and want to see regular communication from the Director's office. They want a better understanding of why decisions are made by having feedback and including ACT members on advisory committees. Recommendations are ACT engagement Areas, Coordination and Communication with the ACTs, and Internal ODOT Improvements. They want to engage in equity, SAP, STIP, and area strategies. Coordination and Communication include: Commission liaison, annual virtual meeting, biannual in-person meeting, statewide gathering of ACT chairs, and collaboration of Region staff. They see a lot of value in meeting with their peers. Gary Farnsworth continued the conversation and noted his involvement with ACTs when he was an area manager and there was no hesitation to tie the area managers to the area commissions because the relationships that occur and the importance of it. It is being reinforced as a recommendation because he believes we can expand how we connect with the region and areas managers to other key people in the agency. Jerri continued the presentation. They are recommending a statewide coordinator to bring everything together. There would be beneficial for a communications liaison with a calendar of when the meetings are. Jerry believes there's a need to go back to the public and remind them about the ACTs since they've been around since 1995. Lindsay Baker is supportive of going back to the public and sharing information about the ACTs. Gary also added that, as a previous ACT member, he sees the benefit of keeping things organized by having a coordinator by helping keep things enforced and on track.

Discussion:
They will review feedback from the Commission and bring back a work plan as a consent item at the May OTC meeting. Chair Van Brocklin confirmed that ODOT is looking for feedback from the Commission at this time. He sees the ACTs as being very valuable in a critical communications mechanism. Communication has a local government overlay to it that you can see across the state. The pandemic and natural disasters have not been good for this program or communication broadly, due to reduced in-person communication. He believes we need to connect partners across the state; it is about getting information out, how we see the world today, and moving forward with the changing environment. Chair Van Brocklin wants to make sure it is useful to the people we are asking to be involved, since they are volunteers. It should be mutually beneficial and embrace where we are going while moving the agenda forward. Commissioner Brown believed the recommendations that are being made is what is being heard on the ground. To be successful as a state, even earmarking,

their needs to buy-in with the ACTs across the state. If the constituents understand how it impacts them and they can see the big picture, you will see embracement and letters of support. She mentioned that she told the ACTs the importance of prioritizing a list of shovel ready projects; with that we could move competitively in a grant situation across the state, not just the Portland area. Commissioner Brown agreed with the need to have a coordinator, but does not have the capacity to do it, but can attend the meetings and participate. Chair Van Brocklin agreed with Commissioner Brown's statement about buy-in. He noted that prioritizations will probably shift, but it would be great to have a list and know what is important to the different ACTs. Commissioner Smith thanked Jerri for lending her expertise and Gary for helping with the efforts because of his long history with the ACTs. She agreed with the approach/plan and agreed that communication it integral to making this work. We have learned that we can communicate in-person and reach more people with no travel time. She believes that it is critical that someone at the agency executive level oversees this project so that it doesn't get lost and it needs to have an agency level of importance as well as a high level of importance at the Commission. The Commission needs to commit to the ACT chairs and ACTs because they are volunteers and we need them to understand their importance. Vice Chair Simpson agreed with Commissioner Smith's point of keeping OTC engaged with the ACTs and Jerri's work with the ACTs. He knows the importance of going on the "road show" and seeing the ACTs and being face to face. Interactions will still be important and it needs to be continued, not just using technological devices, once it is safe to do so. Chair Van Brocklin echoed everyone's comments about Jerri's work with the ACTs and noted the importance of having the Commission meetings across the state and the valuable connections that are built with having the meetings in person. The Commission needs to make sure that the same message is being said across the state and that they are cohesive. He thinks it is really important to understand the regionalization, localization, and statewide priorities while keeping a common approach. There are a lot of changes happening within the agency, state, and world and he is excited to see what this looks like and working on it together. Cooper appreciated the feedback, it is very helpful. He proposed that they come back in May with tangible actions based off of the comments. He is thinking about ACTs in a broader way than initially, there is a real benefit to have connections at a staff level and between the ACTs. Cooper also noted, to Commissioner Brown's point, the importance of keeping the ACTs across the state connected and aware of priorities. He noted that it has become evident that there needs to be structure to make sure everything gets done, but not just by one person within ODOT. Jerri agreed that the Commissioner's comments align with what the ACTs are saying and that it will be fun to work on this during its next stage. Gary agreed that this process is mutually beneficial and it is important for us to communicate well, that communication is multi-way, and continuing to build trust is the foundation.

Action:
None taken.

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Continuous Improvement Advisory Committee (CIAC) Update
Agenda Item L

The Commission was asked to review and approve revisions to the CIAC Charter and membership list and provide recommendations on how to leverage the CIAC moving forward post Oregon Department of Transportation (ODOT) Strategic Action Plan (SAP) adoption.

Background:

Created by the Oregon Legislature as part of Keep Oregon Moving (HB 2017), the CIAC advises the Oregon Transportation Commission on ways to improve ODOT. CIAC recommendations inform required Commission reporting to the Oregon Legislature. The committee was established in March of 2018 and the OTC approved the group's original charter.

CIAC members serve two-year terms and are eligible for two consecutive terms. Term renewal was due March 2020 and postponed to March 2021 due to COVID-19.

In order to focus on ODOT's SAP priority and goals for social equity, climate, and funding, it is recommended that the CIAC change its membership to increase its expertise in these areas and fill vacant positions. (Attachment 1). These committee focal areas will be in addition to the charges put forth in HB 2017, namely helping develop agency Key Performance Measures, reviewing projects of greater than $50 million dollars, and assisting the agency to make operational efficiencies. Based on these focal areas, staff have developed a draft 2021 CIAC agenda (Attachment 2).

Next Steps:

Upon OTC approval of proposed member changes, ODOT CIAC staff will schedule meetings and CIAC members will revise the committee's work plan, which will be brought back to the OTC for approval.

Attachments:

- Attachment 1 – *Proposed CIAC Members*
- Attachment 2 – *CIAC Draft 2021 Meeting Calendar*

Presentation:

Cooper Brown presented the PowerPoint on the CIAC updates. We are at a moment of changes to our organization and with the development of the Strategic Action Plan, the Agency needs to look at how CIAC is used, which was established from HB2017. Commissioner Smith is the Chair of the committee. They want the committee to have a great impact with the Commission and the Agency. Cooper went over the history of CIAC and the proposed focus areas. While following HB2017, they want to be a resource for ODOT and the Commission with the aggressive goals of the SAP. They proposed to shrink core membership and instead bring subject matter experts as needed. They also want to increase the meeting frequency to monthly with a narrowed focus. Commissioner Smith added that there were conversations with external CIAC members and incorporated their feedback to the restructure of more frequent meetings. They are trying to build on the work that was done earlier and accomplish the tasks from HB2017. Not all members are continuing, but they have been asked to be subject matter experts that they can call on when needed.

Discussion:

Commissioner Smith noted that earlier in the meeting it was suggested that CIAC have ADA on the agenda, but at this time they have a lot of items to review and will look to adding it to the agenda in

2022 or 2023. Chair Van Brocklin thanked Cooper and Commissioner Smith on all of their work and evolving the advisory group as things change. There were no comments on the timeline changes. Cooper summarized the membership changes. Chair Van Brocklin thanked the members for their work as they cycle off and he believes the proposed new members are great choices and he supports the slate. Vice Chair Simpson also supports the slate. Commissioner Brown thanked Commissioner Smith for her work on the committee. Chair Van Brocklin added that the work plan for CIAC will be coordinated with the OTC's schedule and topics. Commissioner Smith thanked Cooper for his hard work and great ideas that added to the conversation. Chair Van Brocklin thanked Cooper and Commissioner Smith for their hard work

Action:
Commission Vice Chair Simpson moved and Commissioner Brown seconded to approved the new CIAC roster, to take effect immediately. Commission members Vice Chair Simpson, Brown, Smith and Chair Van Brocklin unanimously approved the motion.

The Commission recessed for break at 2:05pm and convened at 2:15pm.

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Delegation Order
Agenda Item M

The Commission was requested to approve the revised delegation order to add new delegations of authority from the OTC to the Oregon Department of Transportation (ODOT) that better align with OTC expectations of roles and responsibilities.

Background:
At the May 2020 OTC meeting, Commissioners made clear their desire to review the roles and responsibilities of both the Commission and the department to ensure that the Commission has the ability to provide strategic vision and direction to the department and not be bogged down in programmatic decisions more appropriate for ODOT leaders and staff.

Since May, ODOT staff have identified additional delegations that reduce redundancy and align with this Commission direction of placing programmatic and project management decisions with the department. The agency proposes two additions to the existing delegation order (Attachment 1, proposed delegations bolded), as described below.

ODOT anticipates bringing back additional recommended delegations for Commission consideration on a somewhat regular cycle, as they come to light through the agency's many ongoing work efforts.

Recommended Delegations:

State Highway All-Terrain Vehicle Accessibility
In 2017, the Oregon Legislature passed Senate Bill 344, creating a process to designate sections of state highway to be open to ATV use. The process involves Oregon Parks and Recreation Department (OPRD) and Oregon Department of Transportation (ODOT) working with the ATV

Highway Access Advisory Committee to receive applications for sections of highway, review the proposal, and make a recommendation to Oregon Transportation Commission (OTC). Currently, the OTC makes the final decision to designate a section of state highway as open to ATV use. This delegation would allow the ODOT Director (or his delegate) to approve designation of these portions of state highway for ATV use, consistent with the remainder of the process described above.

State Agency Coordination and Approval of Land-Use Compatibility

OAR 731-015-0075(7), commonly referred to as the State Agency Coordination or SAC rule, requires that the OTC or its designee adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties when it grants design approval for a project. The rule requires that the Department obtain all other land use approvals and planning permits prior to construction in addition to requiring that notice of the decision be mailed out to all interested parties.

The Department proposes that the OTC delegate adoption of findings of compatibility with acknowledged comprehensive plans of affected cities and counties to the Director, as described in OAR 731-015-0075(7), when the project is consistent with a previous OTC-adopted facility plan.

Per OAR 731-015-0065, which defines the process for approving facility plans, ODOT must involve stakeholders and work with affected local jurisdictions to ensure any facility plan is consistent with both statewide planning goals and applicable acknowledged local comprehensive plans. If conflicts are identified, the department must meet with the local jurisdiction to resolve the conflicts during the facility planning process through options provided in the administrative rule. As part of facility plan adoption, the department evaluates, writes and presents findings of compatibility with both statewide planning goals and local comprehensive plans. These include descriptions of all conflicts that were identified through the process and how they were resolved. Per rule, these facility plans must be reviewed and adopted by the OTC.

Since the OTC will have provided findings of compatibility on any project with an approved facility plan, it is redundant for the Commission to again provide findings of compatibility as part of the State Agency Coordination process. As such, the department recommends the Director be delegated the authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with an OTC-adopted facility plan would still come to the OTC for review in order to ensure all SAC agreement requirements are met.

Attachments:

Attachment 1 – *Delegation Policy*

Presentation:

Cooper Brown gave a brief summary of delegations that were made in May of 2020. They believe that the new delegation requests reduce redundancy and align with the Commission's direction to place programmatic and project management decisions with the department. The agency proposed two delegation changes. Cooper noted that they anticipate bringing back additional delegation recommendations for Commission consideration on a somewhat regular cycle, but will bundle them so that they aren't brought to every meeting. The two proposed delegations are all-terrain vehicle designations and land-use compliance. Cooper went over in 2017 SB344 was passed that designated parts of the State's highway to be designated for ATV use. Cooper went over the process and noted

that OTC currently makes final determination but believes it makes sense for this approval to be delegated to the Director. Cooper went over the land-use compliance OAR731-015-0075, commonly known as SAC rule. The department proposed that the OTC delegate adoption of finding the compatibility with acknowledged comprehensive plans of affected cities and counties to the Director of ODOT as described in the OAR. When the project is consistent with a previous OTC facility plan, the process for approving them involved ODOT turning to stakeholders and working with affected local jurisdictions to ensure any/all facility plans are consistent with statewide planning goals and applicable local comprehensive plans. If conflicts are identified the agency must meet with local jurisdictions to resolve the conflict during the facility planning process through processes outlined in the OAR. Since the OTC will have provided finding of compatibility with projects that have an approved facility plan, the agency finds it redundant for the Commission to provide findings of compatibility again as part of the SAC process. The department recommends that the Director be delegated authority to ensure all SAC requirements are met. Projects with findings that cannot demonstrate prior compliance with OTC adoption facility plan would still come to the Commission for review to ensure all SAC requirements are met.

Discussion:
Commission Chair Van Brocklin wanted additional information and asked if there's a centralized place that this occurs within the Agency, what is their experience level, and is their capacity to involve a guest from the DOJ so that the findings are good from a legal perspective? Cooper answered that the project teams typically do the work but the legal counterparts are involved to ensure there is compliance. There's a comprehensive internal process to ensure all requirements are met and include DOJ to make sure the agency is in accordance with the law. DOJ was involved in the proposal.

Action:
Commissioner Smith moved and Commissioner Brown seconded the motion to adopt the two delegation order changes. Commission members Smith, Brown, Vice Chair Simpson and Chair Van Brocklin unanimously approved the motion.

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Consent Items
Agenda Item N

1. Approve the minutes of the January 21, 2021 Commission meeting.
2. Confirm the next two Commission meetings:
    - Thursday, May 13 virtual Commission meeting.
    - Thursday, July 15 virtual Commission meeting.
3. Approve the following Oregon Administrative Rules:
    a. Adoption of 734-060-0110, 734-060-0120 and the amendment of 734-059-0015, 734-059-0100, 734-059-0200, 734-059-0220, 734-060-0000, 734-060-0105, 734-060-0175, 734-060-0180 relating to the Outdoor Advertising Sign Program. Attachment; rule text

changed after notice was filed.

b. Temporary adoption of 735-018-0170 and amendment of 735-062-0060, 735-062-0125 relating to online driver license, driver permit and identification card renewals.

c. Temporary amendment of 735-046-0010, 735-046-0030 relating to surrender of custom registration plates.

d. Amendment of 734-082-0040 relating to the extension of allowed load length for motor carriers.

e. Amendment of 740-015-0040 relating to online PIN numbers for Oregon Trucking Online.

f. Amendment of 740-100-0010, 740-100-0065, 740-100-0070, 740-100-0080, 740-100-0085, 740-100-0090, 740-100-0100, 740-110-0010 relating to the annual readoption of Federal Motor Carrier Safety Regulations.

4. Approve the summary of financial charges incurred by the Director for the fiscal year ended June 30, 2020.

5. Accept the ODOT internal audit report 21-01 on the architectural and engineering (A&E) procurement process.

6. Accept the ODOT internal audit management letter 21-01 on the change in composition of ODOT's liquidated debt between fiscal years 2019 and 2020.

7. Approve the 2020 Oregon Transportation Safety Performance Plan – Annual Evaluation.

8. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program to add a new project, Interstate 84: Cascade Locks-Pendleton and Interstate 82 sign upgrades. The project is in Hood, Wasco, Sherman, Gilliam, Morrow, and Umatilla Counties and is being administered by Region 5. The total estimated cost for this project is $9,500,000.

Action:
Commissioner Brown moved and Commission Vice Chair Simpson seconded to approve, en bloc, consent items 1-8 as listed. Commission members Brown, Smith, Vice Chair Simpson, and Chair Van Brocklin unanimously approved the motion.

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Chair Van Brocklin adjourned the meeting at 2:40 p.m.

Attachment 3
Staff Report for Resolution 21-5217
2021-2024 MTIP Amendment for the I-5 Interstate Bridge Replacement project and Investment Priority Policies

This attachment is a summary assessment of proposed amendment to the 2021-2024 MTIP to add a Preliminary Engineering phase of the Interstate Bride Replacement (IBR) project. It is provided to inform the amendment decision process regarding consistency with investment priority policies.

Policies on Priority Transportation Investments

State and regional policies provide direction on prioritizing investments and when to consider adding motor-vehicle capacity to the transportation system. Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 direct the Oregon Department of Transportation (ODOT) to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. The 2018 RTP Policy 18 states that prior to adding new throughway capacity beyond the planned system of through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and congestion pricing, transit service and multimodal connectivity improvements cannot adequately address throughway deficiencies and bottlenecks. Additionally, pages 3-71 and 3-72 of the 2018 RTP regarding the Congestion Management Process state that the RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP), Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G) and Section 3.08.220 of the Regional Transportation Functional Plan (RTFP).

Consistency with these state and regional policies in prioritizing investments, as provided by project staff, is summarized below.

Interstate Bridge Replacement Project and Regional Policy Consistency

The Columbia River Crossing (CRC) is the predecessor project to the Interstate Bridge Replacement (IBR) project. Regional leaders identified the need to address the Interstate 5 (I-5) corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. The CRC had been identified and documented as the transportation solution to address a number of transportation needs on the Interstate 5. The intent of the CRC project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. The project did not move forward, however, because the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

In 2019 the bi-state legislative committee requested the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) re-initiate the Columbia River Crossing (CRC). The rationale for re-initiating the project is because none of the previously identified needs for the project had been addressed. But the re-initiated project recognizes the landscape has changed and is proposing to refine the design as needed to reflect community priorities and meet community needs.

While the project scope is not fully defined at this stage of project planning, the Interstate Bridge Replacement project has documented consistency with the state and regional policy by focusing the revived project scope on the first three steps of the Oregon Highway Plan (OHP) Action 1G.1. These three steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

As public documents and presentations on the IBR project to date have shown the known elements to the project includes: bridge replacement, auxiliary lanes, interchange improvements and spacing, active transportation enhancements, high- capacity transit option(s), local street connectivity, and some form of congestion pricing. The scope elements are consistent with the first three steps of the OHP Action 1G.1 in addressing the overarching needs of the Interstate 5 corridor.

Further, based on the IBR scope elements known to date, the project has documented consistency with the Portland region's 2018 RTP efforts to maximize transportation demand management (TDM) and transportation system management (TSM), and evaluate when vehicular capacity is needed to meet demand. Specific efforts underway by the IBR program include:

- The development of high-capacity transit and evaluation of multiple scenarios for transit system improvements. These transit scenarios are consistent with the 2018 RTP.
- Evaluation of tolling and congestion pricing; the preliminary tolling structure plans include options for peak period pricing as part of the tolling of the I-5 bridge (tolls are planned to be higher during the peak periods). Congestion (or peak period pricing) is consistent with the Metro Regional Framework Plan and the Portland's Comprehensive Plan.
- The program will be consistent with, and build upon, related and adjacent projects such as the installation of smart technology systems being installed by ODOT and WSDOT on I-5 in the Portland metropolitan region. These include an active transportation management (ATM) system, adaptive ramp meters, bus on shoulder, real-time modal travel time information, as well as existing commuter trip-reduction programs. These tools provide information and travel options to drivers to better manage traffic flow and enhance transit capacity during congested travel periods.

Additionally, the IBR project is consistent with Section 3.08.220 of the Regional Transportation Functional Plan in prioritizing five of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements;
2. Transit, bicycle and pedestrian system improvements;
3. Traffic-calming designs and devices;

4. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and
5. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

While not explicit in Oregon Highway Plan (OHP) Policy 1G and Action 1G.1, 2018 RTP Policy 18, the Federal Congestion Management Process (CMP), or Section 3.08.220 of the Regional Transportation Functional Plan (RTFP), the IBR project, also supports the Oregon State-wide Planning Goals pertaining to transportation and infrastructure improvements. The project would provide infrastructure located in and supporting growth to urbanized locations. Regional plans, adopted by the Southwest Washington RTC, Clark County and Metro would be supported by new infrastructure and the extension of a high-capacity transit system.

Lastly, the IBR project would provide transportation infrastructure to support the land use plans for Hayden Island. Specifically, the project would support the City of Portland's Hayden Island Plan, adopted in 2009, which seeks to protect the interests of the island, provide guidance to the project, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements.

Policies on RTP Investment Priorities

The following is an assessment of how the proposed MTIP project amendment advances the 2018 RTP investment priorities of Equity, Safety, Congestion Relief, and Climate. It is based on the similar assessment completed as part of the evaluation and adoption process for the 2021-2024 MTIP. A summary of the evaluation results based on the 2018 RTP investment priorities is provided in Table 1. The detailed analysis by performance measure for each 2018 RTP investment priority is outlined following the summary table.

Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project (Preliminary Engineering Phase Only)

RTP Priority	Measure 1	Measure 2	Measure 3	Measure 4	Measure 5	Measure 6
Equity	^/o	+	O	n/a	n/a	n/a
Safety	^	o	n/a	n/a	n/a	n/a
Traffic Congestion	+/o	+/o	+/o	o	+	-/o
Climate Change	+	-/o	O	n/a	n/a	n/a

Key:
o neutral or still to be determined until further details are known
^ not addressing the region's priority; has other benefits
+ trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
+/o potential to trend toward desired outcome but still to be determined until further details are known
-/o risk to trend away from desired outcome but still to be determined until further details are known

Equity

To measure equity in the context of the project, Metro staff assessed whether the project increases access to travel options in Equity Focus Areas and summarize information provided by project staff on how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcomes	Performance Measures	Project Performance Assessment
Increased access to affordable travel options in Equity Focus Areas	1. Description of what the project contributes to building elements of the planned transportation network in equity focus areas per the 2018 RTP planned modal element network maps	Project is not located in an Equity Focus Area and therefore not formally contributing to completing planned transportation network gaps in Equity Focus Areas. As project is only entering PE phase, an analysis of trips to/from Equity Focus Areas is premature. The preliminary engineering phase will further define the scope of the project and provide important details to assess this measure for when future phases of the project request inclusion in the MTIP.
Identified by the	2. Description of whether the project was included in the Regional	As the I-5 Interstate Bridge Replacement project is currently in the project development/project engineering phase, the project staff have built in

community as a priority	Investment Measure project list, or was identified in the creation of a publicly developed plan(s)[1]	numerous process equity components to better identify and address the priorities, needs, and concerns from BIPOC and low-income persons and communities related to the design and construction of the project. The IBR program is centering equity in multiple ways. The program developed an Equity Advisory Group (EAG) composed of community leaders and regional partner agency representatives. The EAG is actively engaged in the program development and has defined what equity means as both a process and outcome. In addition, the EAG recently delivered to the Program Administrator an equity-centered screening criteria to be used in evaluating different design options. The program continues to elevate the voices of the communities of concern through listening sessions, working with Community Based Organizations, multicultural liaisons, and direct stakeholder outreach. Through the help of EAG members and community engagement, IBR project staff have heard the reaffirmation of the need and priority to replace this bridge.
Increased access to jobs and community places	3. Change in accessibility to jobs and community places by households in equity focus areas*	Assessment on this performance measure was not completed for this 2021-2024 MTIP amendment request because the amendment is for preliminary engineering only. The preliminary engineering phase will further define the scope of the project and provide important details, such as high-capacity transit mode, bicycle and pedestrian improvements, and roadway design and street connectivity, for measuring accessibility to jobs and community places. Requests to include future phases in the MTIP will trigger analysis of job and community places accessibility.

Safety

To measure safety, the project assessment reviews a description of whether the project includes scope elements to address documented safety issues that contribute to crashes resulting in fatal and serious injuries and include proven safety counter measures is provided. An assessment of the scope is also compared against the region's high injury corridors to better understand whether the project

[1] Publicly developed plan meets the guidelines of the adopted Metro Public Engagement Guidelines and project sponsor identifies comments from public or community organizations that indicate support of the project or the project's equity benefits.

is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. Additional relevant safety related information as provided by project staff is also summarized.

Desired Outcomes	Performance Measures	Project Performance Assessment
Reduce fatal and serious injury crashes for all modes of travel	1. Change in the amount of investment programmed in the MTIP focused on safety: - Assess the amount of programmed funding focused on safety located on high injury corridors - Assess the amount of programmed funding focused on safety located in high injury corridors in equity focus areas	The project area is not located on a high injury corridor. However, a high injury intersection is located at the Interstate 5 and Marine Drive interchange, which is in the southern portion of the project area. Additionally, the project area is not located in an equity focus area. The project scope anticipates addressing existing design configuration issues which create conflict areas that result in reduced vehicular flow rates, congestion, and crashes that result in injuries, fatalities, infrastructure damage and economic loss. Addressing the design configuration issues will provide general safety benefits, but not necessarily focus solely on addressing the safety conditions of high injury locations, which is the focus of the region's safety goals. Lastly, though a measurement of all crash data and not exclusive to fatal or serious injury crashes, ODOT's 2017 to 2019 Safety Priority Index System (SPIS) database identified two locations within the Oregon section of the project area that ranked among the highest 5 percent in the state. The two locations are between mileposts 307.77 and 308.09 (the Hayden Island Interchange), and mileposts 308.15 and 308.38 (just north of the Hayden Island interchange).
	2. Description of whether safety countermeasures focused on fatalities and serious injuries are included as part of the project scope. The safety countermeasures are addressing an identified regional high injury corridor or intersection OR an area identified in a safety plan (local or state) for safety improvements*	Known to date, safety countermeasures for this project have not been identified. A number of design features to address facility configuration safety issues have been tentatively identified for the project, including bringing lane widths to current design standards, adding shoulders, and increasing sight distance, but are not listed on FHWA's short list of proven safety countermeasures focused on fatalities and serious injuries. Further assessment on this performance measure will be necessary to understand whether safety countermeasures are included and should be completed when the scope of the project becomes further defined through the preliminary engineering and the project development process. Requests to

		include future phases in the MTIP, such as right-of-way and construction, will necessitate and provide an analysis of scope elements, such as whether the project scope includes safety countermeasures focused on fatalities and serious injuries.

* Areas identified for safety improvements in local or state safety plans may differ from the regional high injury corridors, however, regional safety policy prioritizes addressing locations/conditions that result in fatal and serious injuries crashes. For projects that have not completed PE, the description would be whether the project purpose is to address known safety issues and committed to assess and include appropriate safety counter measures.

Congestion Relief

To measure congestion relief an assessment of whether the project proposes impacts to street connectivity, whether the project includes a robust transportation system management and operations (TSMO) approach and associated project elements, and whether the project includes capital or programmatic elements that may increase automobile trips or options to single occupant motor vehicle travel is provided.

Desired Outcomes	Performance Measures	Project Performance Assessment
Increased reliability	1. Description of roadway scope elements and impacts to street connectivity; additional connectivity generally improves reliability	Of the scope elements known to date, among the street configurations planned for the IBR project, the following would serve to improve the local connectivity of the street network. These improvements would increase the opportunity for local travel, including for non-motorized use. • The IBR program proposes to modify local streets on Hayden Island to improve connectivity and local multimodal access. • The IBR program proposes to improve local connectivity and multimodal facilities in the Bridgeton neighborhood. This would include improved connections to the 40-Mile Loop. • Additional street connectivity elements have been identified on the Washington and Vancouver portion of the project. Further assessment of this performance measure to understand impacts to local street connectivity should be completed when the scope of the project becomes defined through the preliminary engineering and project development work. Not knowing design details related to the roadway network at this time makes this a preliminary assessment of local street connectivity. Requests to include future phases of the project in the MTIP will trigger reassessment of the project street connectivity.

	2. Description of any transportation system management and operations(TSMO) elements of the project that will increase reliability from either recurring or non-recurring causes of congestion	While the Interstate Bridge Replacement project is expected to define the scope of work through preliminary engineering, the project is anticipated to include a roadway pricing mechanism, likely in the form of a bridge toll. The roadway pricing mechanism is a form of demand management, which will have effects on reliability from recurring and non-recurring causes of traffic congestion. The IBR project staff have identified a component of the preliminary engineering work will include a sensitivity analysis to reflect a representative toll scenario. The scenario accounts for tolling on all of I-5 and I-205 from the Columbia River to the I-5/I-205 split near Wilsonville. The IBR program will model a typical weekday, variable toll rate scenario based on a schedule. This is being coordinated with ODOT's tolling program. Additional transportation system management and operation elements as part of the project remain to be determined and therefore tolling is the only demand management strategy identified to date. However, the IBR project looks to explore additional transportation system management and operations improvements and elements that may be developed through the continued design process. The IBR project intends to evaluate transportation system and operation elements to manage congestion and promote travel reliability in the project area. Additionally, the IBR project looks to rely on and support existing regional efforts to implement transportation system management and operations strategies and leverage those opportunities to build on and support the project, but have not identified additional TSMO elements as part of the project scope.
Increased travel efficiency	3. Description of whether project scope includes a robust TSMO approach and project attributes/elements to increase efficiency (in addition to meeting Congestion Management Process/Oregon Highway Plan policies)	To date, the IBR project has not identified a specific transportation system management and operations approach for the project. The project does intend to rely on a number of existing regional transportation system management efforts which have and continue to be implemented along the I-5 corridor, such as active traffic management, variable speed signs, and traveler information. The project also intends to rely on the existing transportation demand management programs available in the Portland region, such as employer programs, transit service, carpooling and vanpooling, as part of the project approach, but have not identified any additional TSMO or TDM elements or

		increased capacity of existing programs as part of the project scope. Roadway pricing, likely in the form of a toll, will be implemented as part of the IBR project. While the primary objective of roadway pricing for the IBR project is for funding construction and paying for the long-term operations and maintenance of the facility, toll rates are expected to vary by time of day in a manner that would support mobility and relieve traffic congestion, promoting travel time savings and improved reliability. While not specifically a transportation system management and operation approach, at this time the IBR project staff have made clear that the project will be multimodal. This includes high capacity transit option(s) and upgraded bicycle and pedestrian facilities will be part of the scope of the project and support implementation of a robust transportation system management and operations approach, facilitating traveler options and managing demand in the corridor.
	4. Change in vehicle miles traveled (VMT) and travel time between major origin and destination pairs in vicinity of project*	Assessment on this performance measure was not completed for this 2021-2024 MTIP amendment request because the amendment is for preliminary engineering only. Through the preliminary engineering and project development work, design details related to the roadway network, high-capacity transit option(s), and pedestrian and bicycle facility enhancements will be determined. As these design details are key pieces of information for evaluating the change in vehicle miles traveled and travel time, the analysis is deferred. Requests for future phases to include in the MTIP, such as right-of-way and construction, will necessitate a reassessment of this performance measure.
Increased travel options, decrease drive-alone trips	5. Description of project capital or programmatic elements that will increase access to travel options	A high-capacity transit option (or options) and upgraded bicycle and pedestrian facilities will be included as part of the scope of the project, as the starting point for further discussions of the project scope. The expansion of high-capacity transit as well as upgraded pedestrian and bicycle facilities will further promote and facilitate traveler options and manage demand for crossing back and forth between Oregon and Washington. For transit, the IBR project looks to provide the following improvements:

		• The planned high-capacity transit corridor would offer ways to avoid congestion on I-5 that are experienced by buses operating in regular service today. • By using a high-level fixed-span bridge for the new Columbia River Crossing, transit vehicles will no longer be subject to interruptions of service due to river traffic requiring a bridge lift. • Adding a fixed guideway to be used by high-capacity transit will increase capacity, reliability, and efficiency of the transit system. • Capacity of the transit system will be substantially higher than that afforded by public transit mixed with other traffic in the existing corridor. For active transportation, the IBR project key improvements (discussed from south to north within the project area) include: • Pedestrian and bicycle improvements at the Marine Drive interchange would include connections with multi-use paths along the North Portland Harbor, the Expo light rail transit station, and local streets. • The multi-use path over the North Portland Harbor and the Columbia River would serve as a continuous route for bicyclists and pedestrians. • To improve east-west connections on Hayden Island, sidewalks and bicycle lanes would be provided along local streets (e.g., Jantzen Drive, Hayden Island Drive, and Tomahawk Island Drive). • The bridge over the Columbia River would accommodate a multi-use pathway that would separate pedestrians and bicycle traffic through pavement markings. All bicycle and pedestrian improvements would meet Americans with Disabilities Act accessibility standards. • Ramps from the north end of the main bridge over the Columbia River would connect the multi-use path to Columbia Way and Columbia Street in Vancouver. The wide multi-use path

		would also reduce conflicts between bicyclists and pedestrians by affording enough space to accommodate two-way travel for both. • Additional pedestrian and bicycle connectivity elements have been identified on the Washington and Vancouver portion of the project. However, increased access will also be determined by the completion of active transportation facilities nearby and transit accessibility will also depend on final selection of mode(s) (i.e. bus or light rail or both) and transfer connectivity. Further programmatic elements such as new or increased capacity of existing traveler information and education as well as travel options outreach, have not been identified for the project scope to date. Further assessment of this performance measure will be evaluated when future phases of the project are requested to be included in the MTIP.
	6. Description of project elements that may increase motor vehicle travel	Depending on the nature of the final project design to move forward, the IBR project is likely to include elements that increases motor vehicle travel beyond the existing facility. Because the project purpose is to address the existing traffic congestion on the facility, in addition to the seismic upgrade to the bridge, the project will likely increase throughput of motor vehicles. The number of auxiliary lanes, the interchanges, and access to Hayden Island will impact the relative amount of motor vehicle throughput compared to existing conditions. These project design elements are to be determined through the preliminary engineering phase. While multimodal elements, such as high-capacity transit and substantial upgrades to the pedestrian and bicycle facilities, may offset some aspects of increased motor vehicle throughput, the effect on overall motor vehicle travel is yet to be determined. Lastly, the IBR project has not been assessed for induced demand which can occur with increased throughput of roadway facilities. Once a project design has been determined, understanding the induced demand will be necessary to understand the overall effect of the project on the change in the amount of motor vehicle travel in the region.

*For projects that have completed PE or have clearly defined project elements that can be modeled.

Climate

To measure climate, the assessment focused on how the project aligns with Metro's Climate Smart Strategy and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel. When further project scope details are known, an assessment of projected greenhouse gas emissions from the project will also be conducted.

Desired Outcomes	Performance Measures	Project Performance Assessment
Progress towards meeting state mandated greenhouse gas emissions targets Reduced emissions from vehicles Reduced drive alone trips	1. Description of whether project scope includes capital or programmatic elements that will increase access to travel options based on adopted Climate Smart strategies	A high-capacity transit option(s) and upgraded bicycle and pedestrian facility will be included as part of the scope of the project, as the starting point for further discussions of the scope. The expansion of high-capacity transit as well as upgraded pedestrian and bicycle facilities will further promote and facilitate traveler options and manage demand for crossing back and forth between Oregon and Washington. (See full transit and active transportation description in Congestion Management performance measure: Increased travel options, decrease drive-alone trips.) Building out the transit and active transportation networks are both identified strategies in the region's Climate Smart Strategy. Additionally, roadway pricing, while not an explicit Climate Smart Strategy, is a mechanism that has resulted in reducing emissions of greenhouse gases and air pollutants.
	2. Description of project elements that may increase motor vehicle emissions	While yet to be determined, the project scope will replace the existing bridge with another bridge that has at a minimum three general purpose lanes in each direction. There is a significant level of planning analysis and discussion necessary to determine the details of auxiliary lanes – which also increase motor vehicle capacity, the design and placement of the Hayden Island interchange, and other roadway design factors will be included. Motor vehicle emissions based on current detail and information is likely to be similar to existing, but whether levels of motor vehicle emissions are greater or reduced is yet to be determined without design details. Because the project purpose is the address the existing traffic congestion on the facility, in addition to the seismic upgrade to the bridge, the project will likely increase throughput of motor vehicles by making the facility more efficient. The number of auxiliary lanes, the interchanges, and access to Hayden Island will determine the degree of the throughput and efficiency. The design detail will ultimately determine whether greenhouse gas emissions are anticipated to increase

		or decrease through an evaluation. These project design elements are to be determined through the IBR preliminary engineering phase. While multimodal elements may offset some aspects of increased motor vehicle throughput, the emissions of greenhouse gases, is yet to be determined, but highly likely to increase. Lastly, the IBR project has not assessed for induced demand which can occur from increased throughput of roadway facilities. Once a project design has been determined, understanding the induced demand will be necessary to understand the overall effect of the project on the change in the amount of motor vehicle travel and emissions in the region.
	3. Comparison of greenhouse gas (GHG) emissions with and without project in 2024 or 2027*	Assessment on this performance measure was not completed for this MTIP amendment request because the amendment is for preliminary engineering only. Through the preliminary engineering and project development work, important design details will be determined to inform an emissions analysis. Requests to include future phases in the MTIP will trigger analysis of greenhouse gas emissions to be conducted to provide further information.

*For projects that have completed PE or have clearly defined project elements that can be modeled. Would not apply to PE phase as project scope not yet developed enough to perform the analysis. PE phase only projects may have different measure, such as a description of whether GHG emissions analysis is included in the project's PE phase scope of work.

REVIEW AND DISCUSSION OF AN UPCOMING REQUEST BY THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) TO AMEND THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CREATE A PRELIMINARY ENGINEERING PHASE AND ADD FUNDING TO THE I-5 INTERSTATE BRIDGE REPLACEMENT PROJECT

Date: October 4, 2021
Department: Planning, Development & Research
Meeting Date: October 19, 2021

Prepared by: Margi Bradway, Ted Leybold
Presenters: Margi Bradway, Ted Leybold
Length: 15 minutes

ISSUE STATEMENT

The Oregon Department of Transportation (ODOT) will be requesting an amendment to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to create a Preliminary Engineering phase and add funding to the I-5 Interstate Bridge Replacement project (IBRP). Preliminary engineering work is used to develop project design alternatives, inform the National Environmental Protection Act (NEPA) process to select a preferred design alternative, develop project impact mitigation measures, and develop materials needed to prepare for construction. A summary of the upcoming request is attached.

ACTION REQUESTED

Provide direction to Metro and ODOT staff for additional information, or questions that should be addressed for Metro Council consideration of the proposed MTIP amendment for the IBRP (currently scheduled for December 2, 2021).

Metro staff is responding to direction provided by Council at the Council Work Session on September 7, 2021. At that work session, Council requested additional information to inform their decisions on all large MTIP amendments that propose new motor vehicle capacity. Based on direction Council provides, the staff proposal will be shared and discussed with Council at an upcoming work session prior to consideration of the proposed I-5 Interstate Bridge Replacement project MTIP amendment.

IDENTIFIED POLICY OUTCOMES

The MTIP aims to carry out regional transportation policy direction set forth in the Regional Transportation Plan (RTP). In addition to adequately maintaining and operating the transportation system, investments are made to advance outcomes for the following priorities:

- **Safety**: achieving the Region's Vision Zero target for fatal and serious injury crashes
- **Climate**: implementing the Region's Climate Smart Strategy
- **Equity**: eliminating inequities of the transportation system for people of color and with low income

- **Congestion relief**: implementing the Region's Congestion Management Process

POLICY QUESTION(S)
No policy questions at this time. This work session item is to inform Council of an upcoming action on amending the 2021-24 MTIP and ensure Council has the opportunity request information they need to take action. When considering action on the amendment at a future Council meeting, Council members will consider whether the MTIP amendment as proposed reflects the investment priority policies as defined in the Regional Transportation Plan.

POLICY OPTIONS FOR COUNCIL TO CONSIDER
No policy options at this time. When Council i considers action on the MTIP amendment proposal, it will consider whether adding the IBRP preliminary engineering phase and funding reflects the investment priority policies of the RTP.

In a separate but related Council activity, Council is considering how to communicate its priorities regarding this project in its role as a participating agency in the project's NEPA process.

In addition, Metro staff have begun the work to develop the next MTIP for 2024-27. Council could provide additional direction for its desired input to the future allocation processes that will prioritize new projects to be included in the next MTIP. Staff will request Metro Council direction on how to frame and analyze the MTIP projects in the 2024-27 MTIP based on the Metro Council's desired outcomes. Requests to include future phases of the IBRP (such as right-of-way acquisition or construction) in the MTIP may occur after then 2024-27 MTIP has been adopted.

STAFF RECOMMENDATIONS
None.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION
In this work session, Council will be briefed on an upcoming proposal to amend the MTIP. Staff would like to ensure that Council understands the proposal and desires additional information prior to taking action on the amendment in December. Council will also have the opportunity to further discuss information to be provided for all large MTIP amendments that proposed new motor vehicle capacity, including this IBRP amendment, at an upcoming Council work session.

BACKGROUND
The MTIP is a federally required process that encourages the cooperative development, evaluation, and adoption of near-term investments in regional transportation. Its purpose is to promote communication and collaboration by agencies that allocate transportation funds, promote consideration of transportation plans and policies as a part of funding allocation processes, and ensure fiscal accountability for agencies using federal transportation funds on projects.

It includes documenting how transportation projects prioritized for funding advance the Portland metropolitan region's shared goals and comply with federal regulation (such as fiscal constraint, air quality impacts, and public involvement). The MTIP outlines the implementation schedule of federally-funded transportation projects in the region for the next four years and provides guidance to manage the delivery of transportation projects. The MTIP also acts as a financial planning and project delivery tool for the metropolitan region. As such, MTIP guidance ensures the region does not overspend and tracks the scheduled delivery of transportation projects.

Metro Council is requested to adopt a new MTIP every three years and is also requested to manage changes through amendments to the MTIP each month. Metro Council's participation in this process is framed by its role as the policy board of the region's Metropolitan Planning Organization (MPO), a role it shares with the Joint Policy Advisory Committee on Transportation (JPACT). Federal regulations require the MPO policy board to adopt each MTIP and approve subsequent amendments to the MTIP.

Council most recently approved the 2021-24 MTIP, which is currently active, and has approved subsequent amendments to the current MTIP. Work has also begun on the development of the upcoming 2024-27 MTIP.

Currently, the process for analysis and consideration of a new MTIP is for staff to conduct a performance assessment on the package of proposed new projects to evaluate their expected impact on the regional performance targets for the priority outcomes. Based on this assessment, staff may make recommendations to funding agencies regarding implementation of the proposed projects, or recommendations for consideration during their next funding allocation cycle.

For individual project amendments to the current MTIP, current Metro staff practice is to ensure the project is included as a part of the RTP financially constrained list (which is also analyzed for performance against the regional performance targets) and to describe which priority outcomes the project will advance. Metro staff is also following up on direction provided by Council at the September 7, 2021 work session regarding additional information the Council would like provided to inform their decisions on large MTIP amendments that propose new motor vehicle capacity. The staff proposal will be shared and discussed with Council at an upcoming work session prior to consideration of the proposed MTIP amendment for the IBRP.

ATTACHMENTS
ODOT MTIP amendment request – Memo from Chris Ford to TPAC and Interested Parties
ODOT Project information submittal for MTIP amendment request

[For work session:]

- Is legislation required for Council action? Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes X No
  What other materials are you presenting today? None