

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TWO NEW)	RESOLUTION NO. 24-5412
ODOT MANAGED PROJECTS TO THE 2024-27)	
MTIP TO MEET FEDERAL TRANSPORTATION)	Introduced by: Chief Operating
PROJECT DELIVERY REQUIREMENTS)	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 U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation (ODOT) is adding two new projects to the MTIP which include a Great Streets program funded safety upgrade project and a Carbon Reduction Strategy funded I-205 Bus on Shoulder Lane project; and

WHEREAS, the ODOT’s North Lombard Street safety upgrade project from North Delaware Ave to North Denver Ave includes \$3.3 million of federal plus matching funds supporting preliminary engineering, right-of-way, and utility relocation activities with the construction phase to be added in the next State Transportation Improvement program cycle; and

WHEREAS, the North Lombard Street project will design and various complete street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.; and

WHEREAS, the Oregon Transportation Commission's approved State of Oregon Carbon Reduction Program includes \$2.5 million of appropriated Carbon funds to design and implement a Bus on Shoulder Lane project on I-205 from Sunnybrook Rd to Stafford Rd and utilize existing ODOT right-of-way; and

WHEREAS, ODOT's proposed delivery schedule requires the I-205 Bus on Shoulder Lane preliminary engineering phase to obligate the programmed federal funds before the end of September 2024 to be ready to start construction during federal fiscal year 2025; and

WHEREAS, the programming updates to add the two projects are stated in Exhibit A to this resolution; and

WHEREAS, on May 3, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 23, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the two new projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this **6th** day of June 2024.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

Exhibit A
May FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MA24-08-MAY

The May Federal Fiscal Year 2024 Formal MTIP Amendment adds two new projects to the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Key 23636 - US30B: (N Lombard St) N Delaware Ave - N Denver (ODOT):** The formal amendment adds the new Great Streets complete streets upgrades project on North Lombard Street to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades.
- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder (ODOT):** The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP.

The Exhibit A Table starting below provides a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5412

May FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MA24-08-MAY

Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the May 2024 Formal Amendment				
None				
Category: New Projects Being Added to the MTIP				
(#1) ODOT Key # 23636 MTIP ID	ODOT	US30B: (N Lombard St) N Delaware Ave - N Denver	On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes,	ADD NEW PROJECT: The formal amendment adds the preliminary engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR)

<p>TBD <i>New Project</i></p>			<p>reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.</p>	<p>phases to the MTIP through this amendment. The construction phase will be added as part of the next STIP cycle in FFY 2027.</p>
<p>(#2) ODOT Key # 23638 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder</p>	<p>Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way Enhance portions of ODOT ROW along I-205 between Stafford Rd and Sunnybrook Rd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new OTC approved project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP</p>

Note: Under public notification/comments and per TPAC discussion and further review by ODOT, the Bus on Shoulder Lane, I-205 Sunnybrook Rd to Stafford Rd description has been tweaked as shown above to remove possible confusion that the project is expanding service.

Proposed Amendment Review and Approval Steps:

- Tuesday, April 30, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, May 3, 2024: TPAC meeting (Required Metro amendment notification)
Status: Resolution 24-5412 was passed unanimously by TPAC with the condition to review the project description.
- Thursday, May 23, 2023: JPACT meeting.
Status: JPACT received a presentation about the I-205 Bus on Shoulder Lane project and passed Resolution 24-5412 unanimously.
- Thursday, May 30, 2024: End 30-day Public Comment period.
- Thursday, June 6, 2024: Final approval from Metro Council anticipated.
- Early to mid-July 2024: Estimated final USDOT amendment approvals occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT Great Streets
 funded project to the MTIP

Project #1**Project Details Summary**

ODOT Key #	23636	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA24-08-MAY	STIP Amendment ID:		24-27-0952		

Summary of Amendment Changes Occurring:

The formal amendment adds the new Great Streets complete streets upgrades project to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades. Key 23310 is a non-MPO PGB. By shifting the funds to Key 23626, new funding is being added to the MTIP In the MPA boundary. This impacts the MTIP's fiscal constraint finding which triggers the need for the MTIP formal amendment.

Project Name: **US30B: (N Lombard St) N Delaware Ave - N Denver**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.

MTIP Detailed Description (Internal Metro use only):

Project uses Great Streets and ADA funding in North Portland on N. Lombard St/US30BY (MP 4.50 to MP5.20) to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal (ODOT SW Great Street program funding)

STIP Description:

Project uses Great Streets and ADA funding to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Motor Vehicle	Lane Reduction	Capital Improvement
	Active Trans - Bike	Separated (aka Protected) lanes	
	Active Trans - Pedestrian ADAP, BIKEPED	Sidewalk Reconstruction	

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 2,454,720					\$ 2,454,720
AC-STBGS	ACPO	2024		\$ 77,205					\$ 77,205
State STBG	Y240	2026			\$ 498,594				\$ 498,594
State STBG	Y240	2026				\$ 311,622			\$ 311,622
Federal Totals:			\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2024		\$ 280,954					\$ 280,954
State (ACPO)	Match	2024		\$ 8,836					\$ 8,836
State (Y240)	Match	2026			\$ 57,066				\$ 57,066
State (Y240)	Match	2026				\$ 35,667			\$ 35,667
State Totals:			\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Total Estimated Project Cost							\$9 million
Total Cost in Year of Expenditure:							\$9 million

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141
State	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	0.0%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	68.0%	13.4%	8.4%	0.0%	0.0%	89.7%
State	0.0%	7.8%	1.5%	1.0%	0.0%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	75.8%	14.9%	9.3%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:					Estimated Project Completion Date:		Not Specified
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT Great Street program approved funding	
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. The funds are being split from Key 23310 and committed to 23636.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager approval	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	USBY30	4.50	5.20	0.7 miles
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	North Lombard St	North Delaware St	North Denver St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA north of Lombard St = Yes POC = No LEP = No LI = Yes
				X	X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID #1 and Name:	(ODOT) ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description #1: <i>The North Lombard Greats Streets upgrade project can be considered a subset of two RTP constrained entries as shown at right)</i>	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
RTP Constrained Project ID #2 and Name:	(Portland) RTP ID 10299 - N. Lombard Corridor Improvements: Local Contribution to State-owned Arterial (North Richmond St east to MLK)
RTP Project Description #2:	Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Minor Arterial in the Motor Vehicle network
No	Transit	Frequent Bus in the Transit network
No	Freight	No designation
No	Bicycle	Regional Bikeway in the Bicycle network
No	Pedestrian	Pedestrian Parkway in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	North Lombard St	No designation
Functional Classification	Yes	North Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	North Lombard St	4 - Minor Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.2 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be April 30, 2024 to May 29, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated conversion code to be GARVEE funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds used to provide the minimum match to the federal funds

Project Name: US30B: (N Lombard St) N Delaware Ave - N Denver (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	3.05%	86,041.36	89.73%	77,204.91	10.27%	8,836.45	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	96.95%	2,735,674.00	89.73%	2,454,720.28	10.27%	280,953.72	0.00%	0.00
	PE Totals			100.00%	2,821,715.36		2,531,925.19		289,790.17	
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	555,660.00	89.73%	498,593.72	10.27%	57,066.28	0.00%	0.00
	RW Totals			100.00%	555,660.00		498,593.72		57,066.28	
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	347,288.00	89.73%	311,621.52	10.27%	35,666.48	0.00%	0.00
	UR Totals			100.00%	347,288.00		311,621.52		35,666.48	
Grand Totals					3,724,663.36		3,342,140.43		382,522.93	0.00

Name: Great Streets Program FFY25						Key: 23310	
Description: Funding for the Great Streets program in federal fiscal year 2025. Projects will be selected at a later date, based on program requirements.						Region: 6	
MPO: Non-MPO			Work Type: BIKPED				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$11,666,666.66		\$11,666,666.66
Fund 1				Y240	\$10,468,499.99		
Match					\$1,198,166.67		

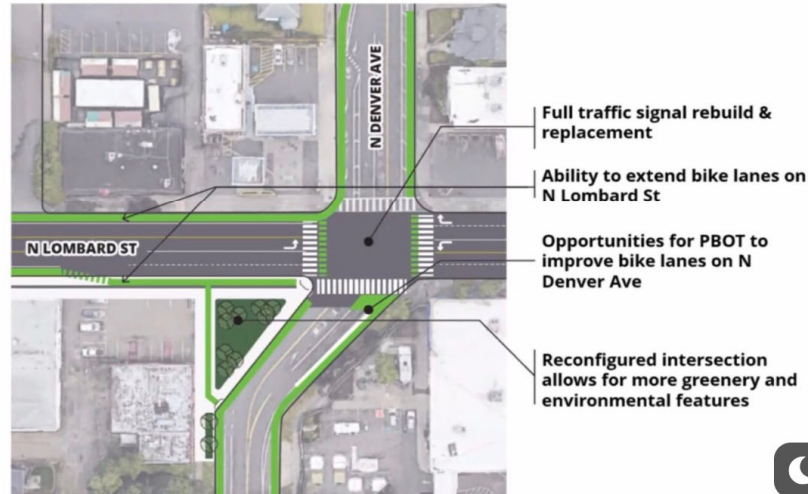
Footnote:

Proposed North Denver Street intersection upgrade details sourced from Jonathan Maus, BikePortland article October 30, 2023



Great Streets: N Lombard St & N Denver Ave

- Developing a "Great Streets" grant application in coordination with ODOT
- Advanced to "Round #2" of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.

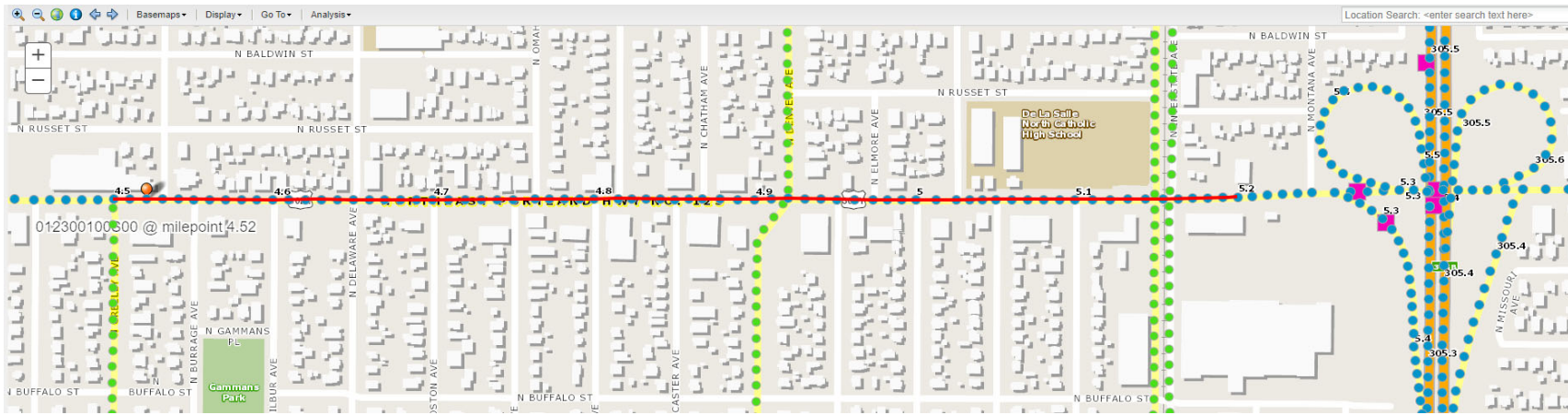




N Lombard looking just east of Delaware. Note the bike lane ends and there are two general purpose lanes ahead.

The Oregon Department of Transportation (ODOT) announced today they will award a \$9 million grant for the Portland region allowing us to extend the North Lombard bike lanes to Denver and redesign the Denver intersection. The project will make significant changes to a major Kenton neighborhood intersection and close a key gap in the north Portland bike network.

ODOT added bike lanes to Lombard (aka Highway 30) on a 1.2-mile segment from N Fiske to Delaware last summer as part of a major repaving project. One of the problems with the new lanes is that they stopped short — by about 10 blocks — of the major bikeway on N Denver.



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new ODOT Carbon funded project to the MTIP

Project #2 **Modification #1: Description adjustment as noted below**

Project Details Summary							
ODOT Key #	23638	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA24-08-MAY	STIP Amendment ID:		24-27-0952		

Summary of Amendment Changes Occurring:
The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Project Name:	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Note: ODOT has modified the project description based on TPAC discussions to clarify the overall purpose of the project and to eliminate possible confusion over how the transit system will be impacted. The project scope does not change. The description modification is considered a minor adjustment and is authorized as part of the public notification/comment process.

Short Description:
~~Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way~~
Enhance portions of ODOT ROW along I-205 between Stafford Rd and Sunnybrook Rd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time

MTIP Detailed Description (Internal Metro use only):
Along the I-205 corridor from Sunnybrook Rd to Stafford Rd (MP 3.00 to MP 10.76), design, construct and implement a bus on shoulder dedicated transit lane to ~~expand~~ **enhance** transit service using existing ODOT right-of way. (ODOT Statewide Carbon Program funding. Funding is not Metro allocated Carbon funds)

STIP Description:
~~Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way~~
Enhance portions of ODOT ROW along I-205 between Stafford Rd and Sunnybrook Rd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Transit	Bus on Shoulder	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ST- CARBON	Y601	2024		\$ 254,613					\$ 254,613
ST- CARBON	Y601	2025					\$ 1,733,530		\$ 1,733,530
									\$ -
Federal Totals:			\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143

Note: The approved Carbon Reduction Funds belong to ODOT and are separate from Metro's \$18.8 million Carbon Reduction Program allocation

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 29,142					\$ 29,142
State	Match	2025					\$ 198,410		\$ 198,410
State Totals:			\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695

Total Estimated Project Cost	\$ 2,215,695
Total Cost in Year of Expenditure:	\$ 2,215,695

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143
State	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.49%	0.0%	0.0%	78.24%	0.0%	89.73%
State	0.0%	1.32%	0.0%	0.0%	8.95%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	12.81%	0.0%	0.0%	87.19%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Carbon Reduction Program funding approved by OTC.
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC approved the Carbon fund last September.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-205	3.00	10.76	7.76
Cross Streets	Route or Arterial		Cross Street		Cross Street
	I-205		Sunnybrook Rd		Stafford Rd

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA northern limits = Yes POC = Yes LEP = No LI = Yes
	X	X			X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project c is not a SOV capacity enhancing project, but a ATM project.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.
RTP Constrained Project ID #1 and Name:	ID# 11305 - I-205 Active Traffic Management
RTP Project Description #1:	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.
RTP Constrained Project ID #2 and Name:	ID# - 12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description #2:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-205 is designated as a Throughway
Yes	Transit	I-205 is designated as a Frequent Bus in the Transit Network
Yes	Freight	I-205 is designated as a Main Roadway Route in the Freight Network
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-205	I-205 is designated as an Interstate on the NHS
Functional Classification	Yes	I-205	Urban Interstate
Federal Aid Eligible Facility	Yes	I-205	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: Goal # 1 - Mobility Options: Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. Goal #3 - Equitable Transportation: Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. Goal #5 - Climate Action and Resilience: Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project does not exceed \$100 million in total project cost.**

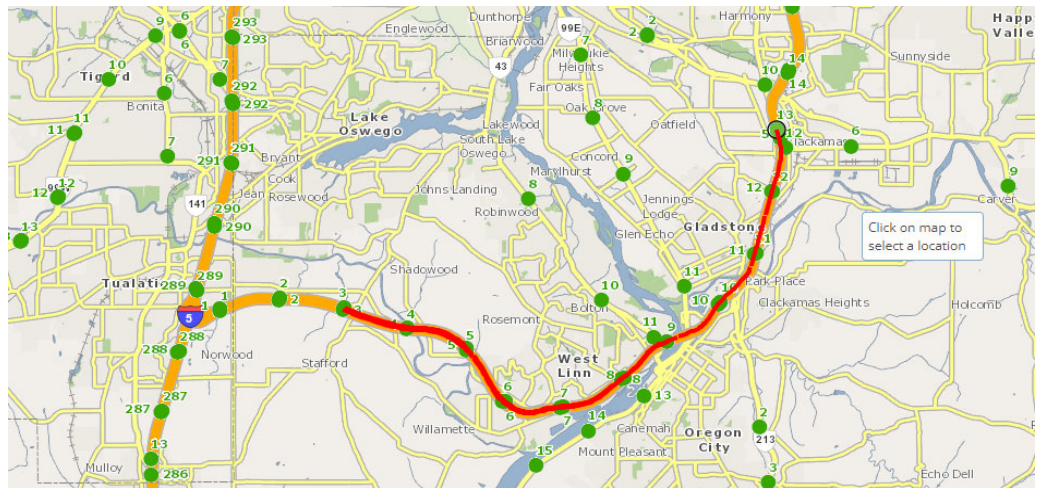
Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be April 30, 2024 to May 29, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **May be required.**

Fund Codes References

Carbon	Federal appropriated funds supporting the Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General state funds used to provide the minimum match to the federal funds

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	283,755.00	89.73%	254,613.36	10.27%	29,141.64	0.00%	0.00
	PE Totals			100.00%	283,755.00		254,613.36		29,141.64	0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	1,931,940.00	89.73%	1,733,529.76	10.27%	198,410.24	0.00%	0.00
	CN Totals			100.00%	1,931,940.00		1,733,529.76		198,410.24	0.00
	Grand Totals				2,215,695.00		1,988,143.12		227,551.88	0.00





Oregon Transportation Commission
Formal Meeting Agenda; Thursday, Sept. 14, 2023
 Hybrid: In-Person & Zoom – Inn at the 5th, Maple Banquet Room
205 E. 6th Ave., Eugene, OR 97401



Oregon
 Tina Kotek, Governor

Oregon Transportation Commis
 Office of the Director, I
 355 Capitol !
 Salem, OR 97301

Formal Meeting ~ 9:00 AM – 4:00 PM

Please note: This meeting will be in person at [Inn at the 5th](#), but also can be viewed on our ODOT YouTube at <https://www.youtube.com/c/OregonDOT>. Closed Captioning is available on the livestream.

The Oregon Transportation Commission welcomes written and oral testimony for this meeting. Written testimony to be submitted and signups for oral testimony by **9:00 am, Wednesday Sept. 13, 2023**.

To sign-up and submit written testimony please complete the [comment form](#) on our website at https://www.oregon.gov/odot/Get-involved/Pages/OTC_Main.aspx.

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation times of agenda item(s) to accommodate unscheduled business needs. All portions of the meeting are open to the public unless noted as an executive session. Anyone wishing to be present for a particular item should join the webinar when the meeting begins to avoid missing an item of interest. [Website address to view agendas/minutes/materials](#)

The meeting is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to [Sabrina Foward](#), Commission Coordinator, at 503-986-3450 (or statewide relay 711).

(Pre-Meet with Leadership and OTC Members: 8:00-8:45 AM for briefing in Maple Banquet Room)

Time Order Type REGULAR AGENDA

9:00 AM	A)	Chair's Report	Welcome and comments from the Chair (10 min., OTC Chair Julie Brown)
9:10 AM	B)	Public Comment	The Commission allots 2 minutes per person (may change at the Chair's discretion) for public comments. (20 min., OTC Commission Staff)
9:30 AM	C)	Director's Report & Consent Agenda	Director's Report & Consent Agenda Items: Receive agency report from the Director followed by approval of the consent agenda. (10 min., ODOT Director Kristopher Strickler)
9:40 AM	D)	Informational	Committee Updates: Receive an update from Commissioners on their respective committees: ACT's, EMAC and CIAC (25 mins., OTC Members)
10:05 AM		BREAK	10 Minutes
10:15 AM	E)	Informational	Region 2, Area 5, LaneACT Update: Local Project Updates (60 mins., ODOT Area 5 Manager Vidal Francis, Lane ACT Representatives: ACT Chair and City of Creswell Airport Manager, Shelley Humble, City of Eugene, Mayor Lucy Vinis, City of Veneta, Mayor Keith Weiss, Lane County Transportation Senior Planner, Becky Taylor and City of Creswell, Councilor Shelly Clark)
11:15 AM	F)	Informational	Climate Office Update: Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration. (20 mins., Policy, Data, and Analysis Division Administrator Amanda Pietz and Climate Office Administrator Suzanne Carlson)
11:35 AM		LUNCH	75 Minutes-Gordon Hotel Restaurant

DATE: August 31, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director
SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

Requested Action:
 Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration.

Background:
 ODOT and its Climate Office works on reducing GHG emissions from transportation, adapting to the impacts of climate change, and on sustainability. The September Oregon Transportation Commission update will focus on the new Carbon Reduction Program, created by the Bipartisan Infrastructure Law, which provides funding for projects that reduce transportation related greenhouse gas emissions. Eligible project types include but are not limited to public transportation, transportation options programs, walking and biking, alternative fuels including electrification, technologies that support congestion management, energy efficient traffic control devices and diesel retrofits. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026 and must submit a state Carbon Reduction Strategy to the Federal Highway Administration.

Oregon Carbon Reduction Program and Strategy:
 The Bipartisan Infrastructure Law requires each State, in consultation with any Metropolitan Planning Organization designated within the State, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure law requires carbon reduction strategies to "support efforts and identify projects and strategies to support the reduction of transportation emissions."

The Oregon Carbon Reduction Strategy is based on the *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction* (STS). It identifies projects and actions that ODOT and local jurisdictions are undertaking to reduce greenhouse gas emission from the transportation sector. The Carbon Reduction Strategy will provide the Federal Highway Administration with an overview and status of Oregon's work to reduce transportation related greenhouse gas emissions. As required by federal regulations, ODOT coordinated with the state's Metropolitan Planning Organizations, as well as Association of Oregon Counties, League of Oregon Cities and environmental representatives, to develop the Carbon Reduction Strategy and priorities for the Small Urban and Rural and ODOT Statewide funding.

STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities of NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 light duty battery electric vehicles.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for additional level 2 stations and fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response supports the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	Identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: May 23, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2024 MTIP Formal Amendment & Resolution 24-5412 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING TWO NEW ODOT MANAGED PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The May 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds two new project projects. Both are ODOT funded and manage projects.

The first project is an Americans with Disabilities Act (ADA)/ Complete Streets type upgrade project on north Lombard Street/US30BY. The project will provide ADA curb and ramp upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and complete a traffic signal upgrade at Denver St.

The second new project is a Bus on Shoulder Lane on I-205. The project will design, construct, and implement a bus on shoulder lane to expand transit service on I-205 between Sunnybrook Rd and Stafford Rd.

What is the requested action?

JPACT approved Resolution 24-5412 unanimously on May 23, 2024, and now recommends final approval from Metro Council to approve Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

Additional details about each new project are included starting on the next page.

JPACT May 23, 2024 Meeting Summary:

JPACT convened on May 23, 2024. The May 2024 Formal MTIP was included on the regular agenda for approval consideration. JPACT requested ODOT provide a short presentation about the new proposed I-205 Bus on Shoulder Lane project. Rian Windsheimer, ODOT Region 1 Director and Dwight Bashar, SMART Director provided an overview of the project. They discussed how the project evolved from the original pilot project on I-5 with CTRAN. They explained how the bus on shoulder lane concept will operate and be implemented. They explained how the I-205 segment was chosen and how the State Carbon funds will support the implementation.

After the presentation, JPACT members raised a couple of observations and questions. Commissioner Paul Savas, Clackamas County discussed the nexus with the rural transit providers making connections into the metro region. He commented that the I-205 Bus on Shoulder Lane project is a great start to build upon.

Mayor Joe Buck, City of Lake Oswego asked how the project fits into possible bigger transit plans and follow-on projects. Rian Windsheimer replied that ODOT is working with the transit agencies to evaluate future opportunities when feasible. However, he continued that there is not a formal plan for future similar projects. He added that ODOT has to consider any required roadwork and highway impacts as part of a bus on shoulder lane project. In some areas there will be opportunities. In some areas, the bus on shoulder lane may not be feasible. Overall, he summarized that the bus on shoulder lane concept represents an evolving plan that the transit providers and ODOT will continue to examine and evaluate for future opportunities.

Carley Francis, Washington State Department of Transportation offered a few observations from the WSDOT/ODOT pilot project which demonstrated transit reliability gains and improved transit routes for CTRAN. The pilot project helped support continued growth for further bus on shoulder lane projects now in the Portland Metro region.

With no further discussion, Commission Savas motioned for approval for Resolution 24-5412 with Mayor Joe Buck providing a second to the motion. JPACT then voted unanimously to approve Resolution 24-5412 for Metro Council to provide the final Metro approval to add the two new projects to the MTIP.

TPAC May 3, 2024 Meeting Summary:

TPAC members met on May 3, 2024, and received their official May 2024 MTIP Formal Amendment notification and overview briefing. Ken Lobeck, Metro provided an overview of the amendment bundle contents. After the presentation, Karen Buehrig, Clackamas County, asked if the submitted project description was consistent with the project delivery goal. She stated that the inclusion of "Expand transit services" could be considered misleading because no additional transit services would be implemented as a result of the new Bus On Shoulder Lane project. Chris Ford, ODOT concurred with Karen's observation and noted that the description may need to be tweaked. Ken Lobeck added that he would send the Region 1 STIP Coordinator a summary of the discussion and ask ODOT to review the description and update it if deemed appropriate. If a project description tweak occurs,

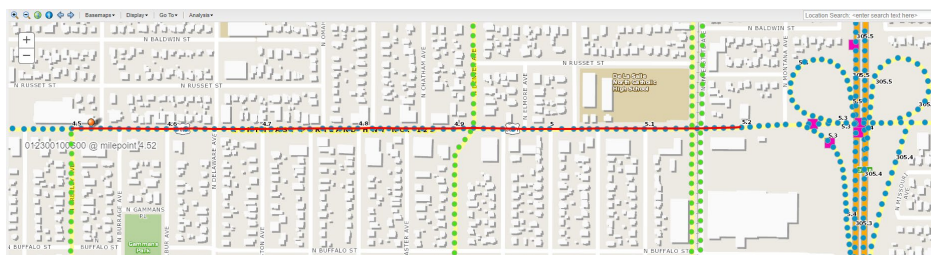
the updated description will be incorporated into Exhibit A to Resolution 24-5412 (MTIP Worksheets and other support documents as needed.

Added note: The initial I-205 Bus on Should Lane project amendment submission resulted in a few clarification questions from Metro. ODOT has submitted their response. Key 23638 in the staff report has been updated to include the questions and replies from ODOT.

A summary of the two projects is included below:

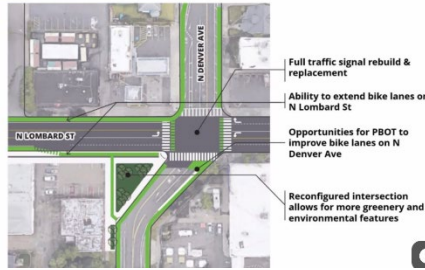
- **Key 22636 – US30B: (N Lombard St) N Delaware Ave - N Denver**

- Lead Agency: ODOT
- Description: The project is on N Lombard St from N Delaware St to N Denver and will complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.
- Funding Summary: A total of \$3,342,141 of ODOT managed federal funds are being committed to the project as part of the Great Street program. With the required match, the programming total is \$3,724,664. The programming total does not include the Construction phase. The approximate total project is about \$9 million.
- Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
- Added Notes:
 - The Preliminary Engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR) phases are being added to the 2024-27 MTIP at this time.
 - The Construction phase is anticipated to be added as part of the next cycle in FFY 2027



Great Streets: N Lombard St & N Denver Ave

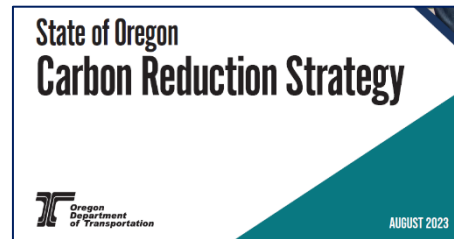
- Developing a "Great Streets" grant application in coordination with ODOT
- Advanced to "Round #2" of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.



Proposed North Denver Street intersection upgrade details sourced from Jonathan Maus, BikePortland article, October 30, 2023

- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder:**

- **Lead Agency:** ODOT
- **Description:** The project will expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.
- **Funding Summary:** \$1,988,143 of ODOT federal Carbon Reduction Program (CRP) funds are being programmed for the project. Along with the match, the total programming amount is \$2,215,695.
- **Action:** The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
- **Added Questions and Replies:**



- **ODOT and FHWA Pre-Reviews:**

ODOT has received concurrence from FHWA's environmental that this Bus on Shoulder project does not constitute adding capacity or trigger a Type 1 project. ODOT requested FHWA guidance in December 2023 related to noise mitigation and other environmental factors. FHWA agreed that the use of the shoulder by authorized transit providers conditioned upon severe congestion (GP lanes at 35mph or less) would not constitute a freeway expansion/Type 1 project and therefore would not require a noise study. FHWA pointed to other DOT's use of shoulders for authorized transit providers which were not Type 1 or capacity-building projects. ODOT and FHWA remain in contact regarding Bus on Shoulder

- **Did the project evolve from the earlier pilot project implemented between ODOT and WSDOT?**

Yes. ODOT launched two Bus on Shoulder (BoS) pilot projects (I-205 across the Glenn Jackson Bridge with C-TRAN in September 2020; I-5 between Tualatin and Wilsonville with SMART in November 2021) to evaluate the safety, impacts to infrastructure, and transit performance of Bus on Shoulder. BoS was already a well-tested and proven solution

for transit reliability in congested conditions and is used in more than 20+ metros around the United States, including in Washington State and Minnesota for more than 40 years. The two pilots were modeled off of the best practices and lessons learned from other jurisdictions' BoS programs and were the first in the state of Oregon. Concurrently to the launch of the pilots, ODOT staff worked to write an OAR to legalize the conditional use of the shoulders for authorized transit purposes in congested conditions. A Rules Advisory Committee met over the course of a year and included representatives from ODOT, law enforcement, transit providers, and the Oregon Pedestrian and Bicycle Advisory Committee (OBPAC). [OAR 734-020-0044](#) was adopted in 2023.

A note regarding OBPAC's participation: a member of OBPAC attended one meeting, but decided this was too much of a time commitment; instead, OBPAC decided to send a letter. After discussion with OBPAC, OBPAC agreed that BoS should be a tool in ODOT's tool kit to reduce congestion and improve transit reliability with the understanding that where legally allowed to be cyclists and pedestrians in the freeway shoulder have the ROW and transit operators must yield the shoulder to them. The required training of transit operators was also discussed along with the agreement that any crash or incident involving a vulnerable road user related to Bus on Shoulder would result in an investigation and could potentially lead to the halt of that BoS corridor. ODOT firmly agrees that BoS should not result in the removal of access to freeway shoulders by cyclists and pedestrians where already legally established.

▪ **What were the results of the pilot project?**

ODOT is currently concluding a Before/After study with a consultant team from HDR. Included in the contract were White Papers for each BoS Pilot Corridor (I-205 and I-5) and a One-Pager summary. ODOT can provide this One-Pager to Metro by 5/10 at a minimum.

In summary, the results of the two pilot projects were positive.

Safety: There were no crashes, incidents, close-calls, or evasive actions related to BoS. There were no concerns from law enforcement. Bus operators routinely encountered law enforcement vehicles, stalled/disabled vehicles, and debris in the freeway shoulders. As detailed in the Concept of Operations, when these obstacles were encountered, the operator merged back into the GP lanes and reported the shoulder obstruction to Dispatch. Dispatch has a process for both alerting future transit vehicles of the shoulder obstruction and alerting the appropriate party – usually ODOT – if a vehicle needs roadside assistance or if debris needs to be removed.

There was a single instance of an operator encountering a cyclist or pedestrian in the shoulder and the operator – as detailed in the Concept of Operations – merged back into the GP lanes and reported the vulnerable road user back to dispatch, who would alert future operators of their presence. There was a single instance of another vehicle operator using the shoulder illegally; this was another transit provider and a new operator who did not understand that they were also not allowed in the shoulder. SMART reported the incident to ODOT and ODOT contacted the transit provider immediately. In general, other jurisdictions have seen very little non-compliance from private vehicle operators, freight, or other transit providers who would look to illegally use the shoulder; this is consistent with the two pilots in Oregon.

Impacts to Infrastructure: ODOT evaluated the condition of the pavement and shoulder assets prior to the launch of the pilots and after at least a year of operations. There were no visible damages to the pavement or to the shoulder assets (manholes and drainage inlets). ODOT also looked into the condition of signs and striping related to BoS and determined that all assets were still in good condition. ODOT does not increase sweeps of the shoulder in BoS corridors and transit providers informed ODOT that the current level of maintenance is sufficient; there was no excessive damage to transit vehicles.

Transit Performance: Transit providers evaluated on-time performance (OTP) and both providers saw an improvement. SMART went from 52% OTP to 83% OTP and C-TRAN went from 82% (NB) and 93% (SB) to 85% (NB) and 95% (SB). It is important to note that both pilots launched during Covid-19 and both were evaluated during a period still impacted by Covid-19 travel patterns. ODOT recommends conducting another evaluation at the 5-year or 10-year mark. Both transit providers reported increased bus operator satisfaction and increased customer satisfaction.

- **Why was I-205 selected to implement the Bus on Shoulder Lane project? Were other primary routes considered?**

The BoS requires three elements to be implemented: recurring congestion, amenable freeway assets (i.e., wide-enough shoulders, few ramps or large spacing between ramps), and transit service. This section of I-205 between Stafford Road and OR43 has been a known transit gap for decades (See ClackCo Comprehensive Plan, ClackCo Transit Development Plan, Oregon Toll Program Low-Income Report, SMART's Transit Master Plan, TriMet's Forward Together Service Concept). TriMet and SMART approached ODOT requesting that this

corridor be turned into a BoS corridor to start a new bus route as recurring congestion made movement between Tualatin/Wilsonville and West Linn/Oregon City very challenging. Given the limited funding available through the Carbon Reduction Program and timeline of said funding, the desire expressed by transit agencies, and the uncertainty of RMPP/Tolling and any future widening of I-205, it was decided that I-205 would be the best candidate for funding Bus on Shoulder in the Portland Metro Area at this time.

▪ **Will the Bus on Shoulder Lane concept be expanded to other primary routes?**

The concept is being considered, but there are currently no other ongoing discussions with any transit providers about adding BoS anywhere in the near term.

As previously stated, there needs to be recurring congestion, amenable freeway assets, and transit service to have BoS. ODOT conducted analysis in 2019 to evaluate the existing freeway assets in the Portland Metro Area. ODOT is in agreement that future construction projects on freeways should aim to not preclude future BoS use (i.e., placement of rumble strips, placement of vertical or horizontal obstructions like signs, etc.) but there will certainly be exceptions or physical constraints that prevent new shoulders from being optimal. Region 1 staff are also discussing opportunities in the broader state of Oregon.

▪ **How does the Bus on Shoulder Lane design impact existing exit and entry ramps and overall traffic mobility?**

New signs and pavement markings will be used on the approaches to the exit ramps and from the entry ramps for the buses using the shoulder lane. The signs and pavement markings will be designed around existing infrastructure.

Buses using the shoulder lane are required to yield to anyone else using the exit/entry ramps; additionally, buses are only allowed to operate during congested periods with a max speed of 35 MPH. With these conditions in place, there will be no impact to overall traffic mobility.

▪ **Will the new lane be restricted only for TriMet and Smart buses?**

ODOT restricts use of the BoS lanes to authorized transit providers who have a signed Concept of Operations with ODOT. This document includes information about vehicle type, route, operator training, dispatch protocol, etc. At this time, ODOT is working on a Concept of

Operations for this corridor. SMART and TriMet are the two transit agencies who have expressed interest in the corridor and would be the only two currently in conversation about using the corridor. [OAR 734-020-0044](#) outlines what type of transit service providers are eligible for BoS: public transportation service provider and only for shared-ride service. Any other agency that complies with the OAR is welcome to contact ODOT and inquire about future BoS corridors or use of an existing BoS corridor.

▪ **Could the added lane be considered a mixed-use lane at other times?**

No. It will either be a shoulder for emergency use or a space for cyclist/pedestrians to use per existing Oregon law, or a space buses are allowed to use to bypass congestion during peak congestion periods. As noted above, legal use of this lane is defined in [OAR 734-020-0044](#). Use of the BoS lane by unauthorized vehicles is a citable traffic violation ([ORS 811.265 – Driver failure to obey traffic control device \(public.law\)](#))

▪ **What is the expected impact to the traffic flow on I-205 as a result of the Bus on Shoulder Lane?**

Given that there is currently no transit service between Wilsonville/Tualatin and West Linn/Oregon City/Clackamas Town Center, it is expected that some private vehicular trips will now be taken by on public transit, therefore reducing VMT. Minimal impact to traffic flow on I-205 is expected outside of this anticipated mode change.

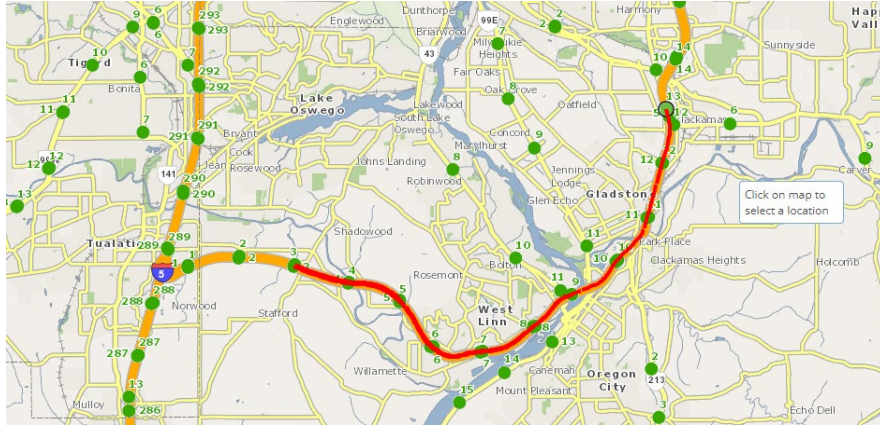
▪ **Will transit be able to operate safely?**

Yes. As outlined in the Concept of Operations, there are multiple safety and operational measures established by all involved agencies. This includes but is not limited to: BoS training for all bus operators who may use the corridor, limitations on speed, guidelines for encountering an obstruction on the shoulder, and protocols for reporting to dispatch.

The two pilot corridors reported no crashes, incidents, close calls, or evasive actions since their launch 3.5 and 2.5 years ago.

▪ **Does ODOT anticipate any implementation or delivery barriers to complete the project? No.**

Proposed I-205 Bus on Shoulder Lane Location Sunnybrook St to Stafford Rd



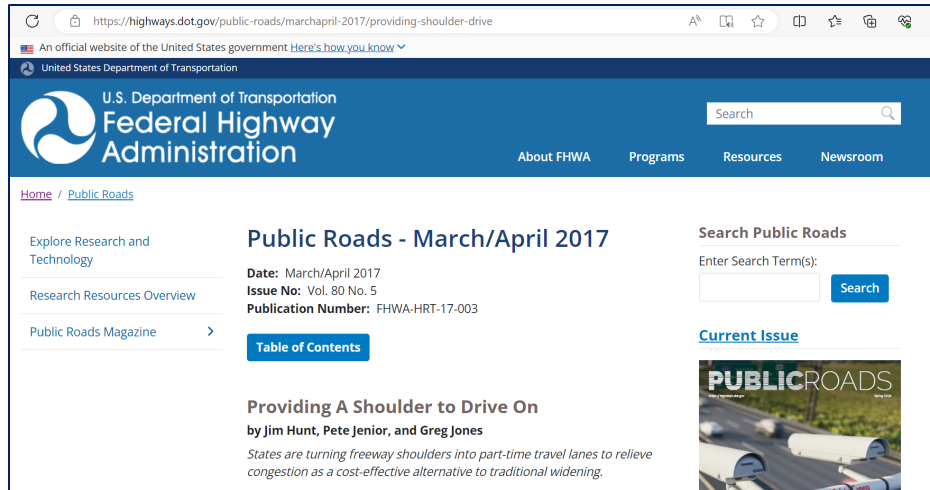
STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes

Example of a prior implemented outside Bus on Should Lane – Minneapolis-St Paul area



Note: Additional guidance concerning shoulder lanes is available from:

1. FHWA’s website at <https://highways.dot.gov/public-roads/marchapril-2017/providing-shoulder-drive>.



2. FHWA's Use of Freeway Shoulders for Travel – Guide for Planning, Evaluating, and Designing Part Time Shoulder Use as Traffic Management Strategy:
 - Chapter 1: What is Part-time Shoulder Use?
 - Chapter 7: Design Considerations

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.

- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2024 Formal MTIP amendment (MA24-08-MAY) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	April 26, 2024
• Initiate the required 30-day public notification process.....	April 30, 2024
• TPAC notification and approval recommendation.....	May 3, 2024
• JPACT approval and recommendation to Council.....	May 23, 2024
• Completion of public notification process.....	May 29, 2024
• Metro Council approval.....	June 6 or 13, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 18 ,2024
• USDOT clarification and final amendment approval.....	Mid-July 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.

- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

JPACT approved Resolution 24-5412 unanimously on May 23, 2024, and now recommends final approval from Metro Council to approve Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

No attachments.