

Council meeting agenda

Thursday, January 16, 2020

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Public Communication

3. Resolutions

- 3.1 Resolution No. 20-5063, For the Purpose of Allocating [RES 20-5063](#)
\$143.98 Million of Regional Flexible Funding for the Years
2022-2024, Pending Adopting of the 2021-24 MTIP

Presenter(s): Margi Bradway, Metro
Dan Kaempff, Metro

Attachments: [Resolution No. 20-5063](#)
[Exhibit A to Resolution No. 20-5063](#)
[Exhibit B to Resolution No. 20-5063](#)
[Exhibit C to Resolution No. 20-5063](#)
[Staff Report](#)
[Powerpoint: 2022-24 Regional Flexible Funds Allocation](#)

- 3.2 Resolution No. 19-5060, For the Purpose of Amending the [RES 19-5060](#)
FY 2019-20 Unified Planning Work Program (UPWP) to
Add Funding for the Boone Bridge Project

Presenter(s): Margi Bradway, Metro
Mandy Putney, ODOT

Attachments: [Resolution No. 19-5060](#)
[Exhibit A to Resolution No. 19-5060](#)
[Staff Report](#)

- 3.3 Resolution No. 19-5059, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study (DC20-06-DEC3) [RES 19-5059](#)
- Presenter(s): Margi Bradway, Metro
Mandy Putney, ODOT
- Attachments: [Resolution No. 19-5059](#)
[Exhibit A to Resolution No. 19-5059](#)
[Staff Report](#)
- 3.4 Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2 (CBOS2) Project [RES 19-5052](#)
- Presenter(s): Margi Bradway, Metro
Mandy Putney, ODOT
- Attachments: [Resolution No. 19-5052](#)
[Exhibit A for Resolution No. 19-5052](#)
[Staff Report](#)
- 3.5 Resolution No. 19-5051, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's Corridor Bottleneck Operations Study - Two (CBOS II) (DC20-04-DEC1) [RES 19-5051](#)
- Presenter(s): Margi Bradway, Metro
Mandy Putney, ODOT
- Attachments: [Resolution No. 19-5051](#)
[Exhibit A to Resolution No. 19-5051](#)
[Staff Report](#)

4. Chief Operating Officer Communication

5. Councilor Communication

6. Adjourn

Metro respects civil rights

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

Thông báo về sự Metro không kỳ thị của

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

Повідомлення Metro про заборону дискримінації

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

Metro 的不歧視公告

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

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

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

Metroの差別禁止通知

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

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

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

Notificación de no discriminación de Metro

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

Уведомление о недопущении дискриминации от Metro

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

Avizul Metro privind nediscriminarea

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

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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

Television schedule for Metro Council meetings

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.
Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Resolution No. 20-5063, For the Purpose of Allocating \$143.98 Million of Regional Flexible Funding for the Years 2022-2024, Pending Adopting of the 2021-24 MTIP

Resolutions

Metro Council Meeting
Thursday, January 16, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$143.98	)	RESOLUTION NO. 20-5063
MILLION OF REGIONAL FLEXIBLE FUNDING)	
FOR THE YEARS 2022-2024, PENDING	)	Introduced by Acting Chief Operating Officer
ADOPTION OF THE 2021-24 MTIP	)	Andrew Scott in concurrence with Council
	)	President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, approximately \$143.98 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit and Project Development Bond, Region-wide Program Investments, Active Transportation and Complete Streets and Regional Freight and Economic Development Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 19-4959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Policy Report for the Portland Metropolitan Area, adopted April 4, 2019; and

WHEREAS, the criteria used to select projects for the 2022-2024 RFFA followed policy direction adopted by Metro Council in the 2018 Regional Transportation Plan by Ordinance No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2018 RTP investment policy directed the region to invest in transportation projects which advanced equity, improved safety, carried out the region's Climate Smart Strategy, and provided traffic congestion relief; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between September 6 and October 7, 2019, and is summarized in Exhibit C, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Allocation Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2022-24 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2022-2024 Regional Flexible Funds Allocation

Resolution No: 20-5063

Step 1: Regional Bond Commitments and Region-wide Program Investments

Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
Total:	\$98,897,758

Step 2: Community Investment Fund

Active Transportation and Complete Streets

<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
Total:			\$34,963,799

Regional Freight and Economic Development Initiatives

<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
Total:			\$10,119,908

Total 2022-2024 RFFA:

\$143,981,465

Exhibit B to Resolution 20-5063

2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to that projects are built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations and with regional program policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-recommendation and Metro Council adoption for the 2022-24 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2025-27), to be distributed among the region, per the RFFA policy direction. Or, the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation the funds per the MTIP amendment process. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount being provided to deliver the awarded project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2022-2024 Regional Flexible Fund. Changes in project scopes, schedules, and budget must be requested for adjustments to project and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State

- Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.
5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all projects will implement sufficient wayfinding signage. (Ex. Metro's Intertwine Design Guidelines: http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf)
 6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: <https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf>
 7. All projects implementing transportation system management and operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
 8. All project shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials, such as reports, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
 9. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. (http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)
 10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project, in order to enhance the success and performance of the project. If the local jurisdiction/project sponsor does not believe it is relevant to implement a transportation demand management strategy in the delivery and opening of the project, the local jurisdiction/project sponsor must request and receive Metro approval to waive the transportation demand management activities.

11. All projects are expected measure the progress and performance of the Regional Flexible Fund awarded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.
12. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre- PE or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

Clackamas County - Clackamas Industrial Area ITS

- No additional conditions

Clackamas County - Courtney Avenue Complete Street

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

Forest Grove – Council Creek Trail

- The project will coordinate the abandonment of Portland and Western Railroad with ODOT Rail.
- The project will include a budget for Portland and Western Railroad to review the design.
- The project will provide enhanced pedestrian crossings at all collector and arterial roadways. The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will determine the environmental permitting required through coordination with agencies as required DSL, Army Corps, NMFS, DEQ - (not inclusive)
- The project will provide a minimum 14' wide (10' paved with 2' shoulders) multiuse path where feasible. On street connections should provide trail-like separation from traffic where possible. Sidewalks and separated bike lanes (buffered) are acceptable on higher traffic, constrained streets.
- The project partner agency staff will coordinate with TriMet and regional partners to plan for potential future extension within the corridor.

Gladstone – Trolley Trail Bridge Replacement

- The project will provide for a minimum 14' wide (10' paved with 2' shoulders) multiuse path connections to the bridge where feasible. On street connections should provide trail-like separation from traffic where possible.

Gresham - Division Street Complete Street

- Project staff will coordinate with TriMet for all transit improvements.

Milwaukie - Monroe Street Greenway

- As the project develops in coordination with adjacent segments funded from other sources, it should prepare to be able to proceed separately from those segments and issues associated with their funding or permitting, so as to be able to remain on schedule.

Multnomah County – Sandy Boulevard: Gresham to 230th

- An updated project scope, schedule, and budget will be submitted. (assuming integration of 223rd Avenue project development activities are integrated into the project scope)

Portland - 122nd Avenue

- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

- The project will coordinate with TriMet for all transit improvements (signal transit priority, stop locations)
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Columbia/Cully/Alderwood Freight

- The project will include budget for Union Pacific Railroad to review the design of the crossing.
- Ensure the project is consistent with Metro Regional Freight Plan.

Portland - MLK Blvd.

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.
- In addition to the project elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Stark-Washington Corridor

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design process for coordination of modification at Interstate 205.
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Willamette Blvd.

- The project will confirm the assumption that added impervious area for bike path will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will pursue a speed limit reduction through the corridor.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.

Oregon City - Hwy 99E Bike/Ped Improvements

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

Tigard – Red Rock Creek Trail

- Project staff will coordinate with TriMet on the development of and coordination with the Southwest Corridor project and the design of trail connections to transit facilities.

Washington County – Aloha Safe Access to Transit

- The project will coordinate with ODOT Region 1 in the design of project connections to ODOT facilities.

Washington County – Cornelius Pass Bike/Ped Bridge (US26)

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.



Engagement report

Public comments on proposed projects
for 2022-24 regional flexible funds

October 2019

Exhibit C to Resolution 20-5063



Full document available for download at: <https://www.oregonmetro.gov/RFFA>

IN CONSIDERATION OF RESOLUTION NO. 20-5063, FOR THE PURPOSE OF ALLOCATING \$143.98 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2022-2024, PENDING ADOPTION OF THE 2021-2024 MTIP

Date: December 10, 2019

Department: Planning & Development

Meeting Date: January 16, 2020

Prepared by:

Dan Kaempff, x. 7559,

daniel.kaempff@oregonmetro.gov

ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted on a three-year funding cycle. The metropolitan region is forecasted to receive \$143.98 million from these sources in the federal fiscal years of 2022-2024. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2019-2021.

ACTION REQUESTED

Approve Resolution No. 20-5063, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Attachment A.

IDENTIFIED POLICY OUTCOMES

In April 2019, JPACT and Metro Council adopted Resolution 19-4959 which established the policy direction for the 2022-2024 RFFA. In adopting the policy framework for these funds, it was recognized that the region had just concluded an extensive three-year effort that had led to the development of the 2018 Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421). Through that effort, four key regional funding priorities emerged:

- Equity, with a focus on race and income
- Safety
- Climate Smart Strategy implementation
- Managing Congestion

These four priorities were carried forward as the policy outcomes for the 2022-2024 RFFA, recognizing the extensive public outreach effort and agreement among the region's stakeholders that had led to their inclusion in the 2018 RTP.

Part of the project selection process was to conduct a technical analysis on the project proposals to determine their performance with regards to the policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the four policy priority areas, and assigned each a project a numerical score reflective of its merits.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with allocating funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B
2. Remand the resolution back to JPACT with direction on desired changes or conditions

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 20-5063.

The package of projects funded through this resolution were selected by JPACT based on their technical performance in achieving outcomes in the four RFFA policy outcomes. In addition to their technical merit, the package follows RFFA policy direction regarding how these funds should be allocated to invest in projects throughout the region and to use them to leverage other investments.

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council later in 2020. The MTIP is the federally approved list of transportation investments in the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Department of Transportation.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2022-2024 RFFA follows transportation policy direction established in the development of the 2018 RTP. Chapter 6 of the RTP provides detail on the region's investment priorities. Projects selected for RFFA funding are on the 2027 Constrained RTP

project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The RTP project list focuses on making near-term progress on key regional priorities – equity, safety, climate, and congestion.

How does this advance Metro’s racial equity goals?

Advancing equity is a primary policy objective for the RFFA. Projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

How does this advance Metro’s climate action goals?

Another of the four primary policy objectives for the 2022-2024 RFFA is to advance the region’s Climate Smart Strategy. Projects selected were evaluated based in part on how they could help the region reduce greenhouse gas emissions. The projects funded through the 2022-2024 RFFA are focused on making bicycling and walking easier and safer, and improving and expanding the region’s transit system.

Known Opposition/Support/Community Feedback

A 30-day public comment period was held between September 6 and October 7, 2019. Over 3,000 individuals shared their thoughts and opinions on the 23 projects under consideration for funding. All of the projects received over 50 percent of their responses to an online survey as indicating support by the respondents.

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- the Metro Twitter feed @oregonmetro

Metro facilitated the discussion and selection of the projects through two transportation-specific Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC) and JPACT. These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet and South Metro Regional Transit (SMART). TPAC includes

community representatives as regular members, bringing their perspective to those discussions and making recommendations on decisions.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Fixing America's Surface Transportation Act or FAST Act) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the Regional Flexible Fund 2022-2024 program policies as defined by Metro Resolution No. 19-4959, For The Purpose Of Adopting The 2022-2024 Regional Flexible Funds Allocation Policy Report For The Portland Metropolitan Area, adopted April 4, 2019 and Metro Resolution No. 17-4848 For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2021-24 Metropolitan Transportation Improvement Program so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2022, 2023, and 2024. Federal Fiscal Year 2022 grant funds would typically be utilized by Metro in Metro Fiscal Year 2022-23. Federal Fiscal Year 2023 grant funds would typically be utilized by Metro in Metro Fiscal Year 2023-24. Federal Fiscal Year 2024 grant funds would typically be utilized by Metro in Metro Fiscal Year 2024-25. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$236,135 in Metro fiscal year 2022-23, \$243,220 in Metro fiscal year 2023-24 and \$250,516 in Metro fiscal year 2024-25 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose.

BACKGROUND

The RFFA represents the region's direct implementation of the funding priorities defined in the RTP. As the only transportation funding under the purview of JPACT and Metro Council (in their MPO oversight role), these funds have historically been used to invest in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to affirm the policy direction and select investments to be funded with the Regional Flexible Funds. In April 2019, Metro Council adopted the 2022-2024 RFFA, which created the policy direction for investment of \$143.98 million in federal transportation funds allocated to the region.

Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to transit capital and project development bond payments, and continues investments in MPO, system, and corridor planning activities, as well as region-wide programs.

After meeting Step 1 commitments, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's four RTP investment priorities as detailed above. Step 2 focuses funding on two project categories: Active Transportation and Complete Streets (AT), and Regional Freight and Economic Development Initiatives (Freight). For the past three RFFA cycles, JPACT and Metro Council have adopted project category funding targets of 75 percent to AT projects, and 25 percent to Freight projects.

Historically, the total amount of funding available for Freight projects has been small (\$11.27 million was the Freight target in the current cycle). As such, it has not attracted a large number of proposals, reflecting the low amount of funding available relative to the cost of many Freight projects.

These targets remained in place for the 2022-2024 RFFA process. But through policy discussions with TPAC, JPACT and Metro Council, it was recognized that projects often had benefits in both categories. To address this, applicants were given the ability to request their project be considered in both categories. In order to accommodate this request, staff developed a single application form designed to capture project information that would enable proposals to be compared with each other in both categories.

This resulted in technical ratings that measured how well projects achieved the four policy priorities (Equity, Safety, Climate and Congestion), regardless of in which category(ies) the project had been submitted.

In the Step 2 Call for Projects, a total of 23 project proposals were submitted by the region's eligible agencies. Of these 23 proposals, only three were submitted for consideration in the Freight category. The average technical rating for AT projects was 14.4; the average for the

Freight projects was 9.3 (maximum score possible was 24). Multnomah County submitted two proposals (average score was 10), requesting they be considered in both AT and Freight categories.

Staff presented TPAC with two options for developing a recommendation to JPACT. TPAC indicated their preference for the option which moved certain projects from the AT category into the Freight category. Staff identified five AT projects that are on or adjacent to routes on the Regional Freight Network. Improvements to these roads result in safer conditions for active transportation users and provide benefits to freight mobility and economic development. As such, they could be considered for funding through either category. The TPAC recommendation includes these five projects being considered in the Freight category.

The final JPACT approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee priorities, assessment of risks to project delivery, public input and other RFFA process policy objectives.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendix L of the 2018 RTP. The Step 1 programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by making communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2022-2024 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit. These modes are prioritized for funding to complement modest expansions of motor-vehicle capacity to meet the access and mobility needs of people and goods in the region.

ATTACHMENTS

Exhibit A: 2022-2024 RFFA list of investments

Exhibit B: 2022-2024 RFFA Conditions of Approval

Exhibit C: 2022-2024 RFFA Public Comment Report

Agenda Item No. 3.2

Resolution No. 19-5060, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Boone Bridge Project

Resolutions

Metro Council Meeting
Thursday, January 16, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 19-5060
2019-20 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD FUNDING FOR	)	Introduced by Acting Chief Operating Officer
THE BOONE BRIDGE PROJECT	)	Andrew Scott in concurrence with Council
	)	President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, in House Bill 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge; and

WHEREAS, The Oregon Transportation Commission approved spending federal funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to add the Boone Bridge project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Interstate 5: Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

Overall Objectives

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study.

Previous Work (through June 2019)

- I-5 Wilsonville Facility Plan (adopted July 2018)

Methodology

Early project planning and feasibility analysis of alternatives to achieve a widened and seismically resilient I-5 Boone Bridge.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	<ul style="list-style-type: none"> • Consultant procurement
3 rd Quarter	<ul style="list-style-type: none"> • Structural analysis
4 th Quarter	<ul style="list-style-type: none"> • Structural and geotechnical analysis
Ongoing	

Project Lead

- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT staff time	\$ 25,000	STIP/FHWA	\$ 138,330
Consultant Services	\$ 125,000	State Match	\$ 11,670
TOTAL	\$ 150,000	TOTAL	\$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19- 5060 FOR THE PURPOSE OF
AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
ADD FUNDING FOR THE BOONE BRIDGE PROJECT

Date: December 6, 2019
Department: Planning
Meeting Date: January 16, 2020

Prepared by: John Mermin,
503.797.1747, john.mermin@oregonmetro.gov

ISSUE STATEMENT

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

ACTION REQUESTED

Approval of the requested amendments to the 2019-20 UPWP

IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities proposed to be amended into the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 19-5047 and amend the FY 2019-20 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

No known opposition

Legal Antecedents

Metro Council Resolution No. 19-4979 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Metro Council Resolution No. 13-4467 FOR THE PURPOSE OF ALLOCATING \$142.58 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-18, PENDING AIR QUALITY CONFORMITY DETERMINATION

Metro Council Resolution No. 11-4313 FOR THE PURPOSE OF ALLOCATING \$70.73 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2014 AND 2015, PENDING AIR QUALITY CONFORMITY DETERMINATION

Anticipated Effects

Approval will mean that grants can be submitted and contracts executed so work can commence on these three projects between now and June 30, 2020, in accordance with established Metro priorities.

BACKGROUND

I-5 Boone Bridge Widening / Seismic Retrofit and Interchange Improvement Study

The study builds on the I-5 Wilsonville Facility Plan, adopted in July 2018. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

The study will:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study

Resolution No. 19-5059, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study (DC20-06-DEC3)

Resolutions

Metro Council Meeting
Thursday, January 16, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW	)	RESOLUTION NO. 19-5059
PROJECT TO THE 2018-21 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT	)	Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT.	)	Andrew Scott in concurrence with
ODOT'S I-5 BOONE BRIDGE WIDENING AND	)	Council President Lynn Peterson
SEISMIC RETROFIT STUDY (DC20-06-DEC3))	

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 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

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

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

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

WHEREAS, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, the 2019 Oregon Legislature directed ODOT to study widening and seismically retrofitting the Interstate 5 (I-5) Boone Bridge in the southern Metro MPO region and ODOT has committed \$300,000 out of the total of the Federal Highways Administration annual Redistribution program to support the study; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study's key objective is to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway; and

WHEREAS, the Study will help determine the range of costs to achieve a widened and seismically resilient Boone Bridge; assess whether it is structurally feasible to widen and seismically retrofit the existing Boone Bridge or whether a replacement bridge is necessary; identify the costs of associated interchange improvements on I-5 plus the necessary next steps to advance the project; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified from the Oregon Transportation Commission (OTC) which provided their funding approval for the study during their August 2019 meeting; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the December 2019 I-5 Boone Bridge Widening and Seismic Retrofit Study Formal MTIP Amendment; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 2019 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 16, 2019 to formally amend the 2018-21 MTIP to include ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5059**



Proposed December 2019 Formal Amendment Bundle (Resolution 19-50590)

Amendment Type: Formal/Full

Amendment #: DC20-06-DEC3

Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	<u>ADD NEW PROJECT:</u> The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

December 2019 MTIP Formal Amendment Project #1 - Key 21541 - I-5 Boone Bridge Widening & Seismic Retrofit



**Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment
ADD NEW PROJECT
Initial Programming**

Lead Agency: ODOT	<table border="1"> <tr><td>Project Type:</td><td>Planning</td></tr> <tr><td>ODOT Type</td><td>Planning</td></tr> <tr><td>Performance Meas:</td><td>No</td></tr> <tr><td>Capacity Enhancing:</td><td>No</td></tr> <tr><td>Conformity Exempt:</td><td>Yes</td></tr> <tr><td>On State Hwy Sys:</td><td>I-5</td></tr> <tr><td>Mile Post Begin:</td><td>282.20</td></tr> <tr><td>Mile Post End:</td><td>284.00</td></tr> <tr><td>Length:</td><td>1.88</td></tr> <tr><td>1st Year Program'd:</td><td>2020</td></tr> <tr><td>Years Active:</td><td>1</td></tr> </table>	Project Type:	Planning	ODOT Type	Planning	Performance Meas:	No	Capacity Enhancing:	No	Conformity Exempt:	Yes	On State Hwy Sys:	I-5	Mile Post Begin:	282.20	Mile Post End:	284.00	Length:	1.88	1st Year Program'd:	2020	Years Active:	1	<table border="1"> <tr><td>ODOT Key:</td><td>21541</td></tr> <tr><td>MTIP ID:</td><td>TBD</td></tr> <tr><td>Status:</td><td>A</td></tr> <tr><td>Comp Date:</td><td>4/30/2021</td></tr> <tr><td>RTP ID:</td><td>11990</td></tr> <tr><td>RFFA ID:</td><td>N/A</td></tr> <tr><td>RFFA Cycle:</td><td>N/A</td></tr> <tr><td>UPWP:</td><td>Yes</td></tr> <tr><td>UPWP Cycle:</td><td>SFY 20</td></tr> <tr><td>Past Amend:</td><td>0</td></tr> <tr><td>OTC Approval:</td><td>Yes</td></tr> </table>	ODOT Key:	21541	MTIP ID:	TBD	Status:	A	Comp Date:	4/30/2021	RTP ID:	11990	RFFA ID:	N/A	RFFA Cycle:	N/A	UPWP:	Yes	UPWP Cycle:	SFY 20	Past Amend:	0	OTC Approval:	Yes
Project Type:	Planning																																													
ODOT Type	Planning																																													
Performance Meas:	No																																													
Capacity Enhancing:	No																																													
Conformity Exempt:	Yes																																													
On State Hwy Sys:	I-5																																													
Mile Post Begin:	282.20																																													
Mile Post End:	284.00																																													
Length:	1.88																																													
1st Year Program'd:	2020																																													
Years Active:	1																																													
ODOT Key:	21541																																													
MTIP ID:	TBD																																													
Status:	A																																													
Comp Date:	4/30/2021																																													
RTP ID:	11990																																													
RFFA ID:	N/A																																													
RFFA Cycle:	N/A																																													
UPWP:	Yes																																													
UPWP Cycle:	SFY 20																																													
Past Amend:	0																																													
OTC Approval:	Yes																																													
Project Name: I-5: Boone Bridge Widening & Seismic Retrofit Study																																														
Project Status: A = Programming in progress or in approved MTIP moving forward to obligate funds																																														
Short Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway																																														
Detailed Description: On I-5 in the Wilsonville area between MP 282.20 to 284.08, complete feasibility study to determine the widening and required seismic retrofitting to Boone Bridge. Determine required interchange improvements on I-5 from Wilsonville Rd to Canby-Hubbard Hwy. Develop cost range for widening alternatives versus a bridge replacement, and determine next steps to advance the project																																														
STIP Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway																																														

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020	\$ 276,660					\$ 276,660
								\$ -
							Federal Totals:	\$ 276,660
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 23,340					\$ 23,340
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Year Of Expenditure (YOE):								\$ 300,000

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021

> Will Performance Measurements Apply: Appears Yes

RTP References:

- > RTP ID: 11990 - I-5 Southbound Wilsonville Rd-Hubbard Hwy
- > RTP Description: Add an auxiliary lane on I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway, including improvements to the Boone Bridge. PE, ROW and Construction Phases.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other, Planning and Technical Studies .

Fund Codes:

- > ADVCON = Federal Advanced Construction funds. ADCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
- > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, December 24, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5059, (I-5 Boone Bridge Widening and Seismic Retrofit Study)

STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT'S I-5 BOONE BRIDGE WIDENING AND SEISMIC RETROFIT STUDY (DC20-06-DEC3)

BACKGROUND

What This Is:


The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle within Resolution 19-5059 involves adding ODOT's new I-5 Boone Bridge Widening and Seismic Retrofit Study to the MTIP.


What is the requested action?

JPACT recommends Metro Council approval for Resolution 19-5059 enabling the ODOT's new I-5 Boone Bridge Widening and Seismic Retrofit project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed December 2019 Formal Amendment – Resolution 19-5059 Amendment Type: Formal/Full Amendment #: DC20-06-DEC3 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	<u>ADD NEW PROJECT:</u> The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

A detailed summary of the amended project is provided in the below table.

Project 1:	I-5: Boone Bridge Widening & Seismic Retrofit Study New Project		
Lead Agency:	ODOT		
ODOT Key Number:	21541	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements – Bridge/freeway widening and seismic retrofit study Source: New Project to the MTIP Funding: Source of funding is from the FY 2019 FHWA Redistribution program Type: Planning study Location: In southern Metro Portland MPO region on I-5 at the Boone Bridge over the Willamette River near the city of Wilsonville Cross Street Limits: Between Wilsonville Rd and Canby-Hubbard Highway Overall Mile Post Limits: MP 282.20 to 284.08 (approximately 1.88 miles) Current Status Code: = Planning status “A” = Programming in progress or in approved MTIP moving forward to obligate funds STIP Amendment Number: 18-21-3173 MTIP Amendment Number: DC20-06-DEC3 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021. Approving \$300,000 in FHWA funds will allow ODOT to do a scope review and determine issues associated with widening and seismically retrofitting the bridge.</p>		
Additional Details:			

	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total project programming amount is \$300,000.
Added Notes:	OTC approval was required to move forward with this amendment which occurred during their August 2019 meeting.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
- Is eligible for special programming exceptions periodically negotiated with USDOT as well.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the December 2019 Formal MTIP amendment (DC20-06-DEC3) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	December 5, 2019
● TPAC notification and approval recommendation.....	December 6, 2019
● JPACT approval and recommendation to Council.....	December 19, 2019*
● Completion of public notification process.....	January 8, 2020
● Metro Council approval.....	January 16, 2020

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	January 21, 2020
● Amendment bundle submission to ODOT for review.....	January 22, 2020
● Submission of the final amendment package to USDOT.....	January 22, 2020
● ODOT clarification and approval.....	Mid February, 2020
● USDOT clarification and final amendment approval.....	Mid February January 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends Metro Council approve Resolution 19-5059 under MTIP Amendment DC20-06-DEC3 allowing ODOT's new I-5 Boone Bridge Widening and Seismic Retrofit Study to be correctly amended in the MTIP.

Note: No attachments

Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2 (CBOS2) Project

Resolutions

Metro Council Meeting
Thursday, January 16, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY
2019-20 UNIFIED PLANNING WORK
PROGRAM (UPWP) TO ADD FUNDING FOR
THE CORRIDOR BOTTLENECK OPERATIONS
STUDY 2 (CBOS 2) PROJECT

) RESOLUTION NO. 19-5052

) Introduced by Acting Chief Operating Officer
) Andrew Scott in concurrence with Council
President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, ODOT's 2013 CBOS recommended investments in the existing freeway system intended to address congestion at identified bottlenecks by improving the operation of freeway ramps, add auxiliary lanes to improve merging and safety, and optimize freeway signage, speeds and signals; and

WHEREAS, the projects recommended in ODOT's 2013 CBOS have largely been constructed, and ODOT included a Planning for Operations program in the FY 2019-20 UPWP, which references CBOS2; and

WHEREAS, the Oregon Transportation Commission (OTC) has allocated an additional \$680,000, not originally anticipated to be available in FY 2019-20, for accelerating CBOS2 planning activities,

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to add the CBOS 2 project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT's ability to support local planning efforts with respect to planning for operations
- Support regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Previous Work (through June 2019)

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.
- In FY19, ~~complete the production of~~ [ODOT continued to develop the CBOS2 Project Atlas.](#)

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)
- Refinement of certain projects that have been identified in CBOS2 Atlas

Major Project Deliverables/ Milestones

1 st Quarter	<ul style="list-style-type: none"> • Public involvement process for CBOS2 Project Atlas
2 nd Quarter	<ul style="list-style-type: none"> • Possible continuing PIP for CBOS 2; consultant procurement for refined traffic analysis for improvement concepts.

FY 2019-20 Unified Planning Work Program

3rd Quarter	<ul style="list-style-type: none"> • <u>Refined traffic analysis and planning level design and cost estimates for improvement concepts.</u>
4th Quarter	<ul style="list-style-type: none"> • <u>Refined traffic analysis and planning level design and cost estimates for improvement concepts.</u>
Ongoing	<ul style="list-style-type: none"> • Development of preliminary/conceptual cost estimates for CBOS2 project concepts • Collaborate with Metro on data and methods.

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ ~~25,000~~ 455,000
 Consultant Services \$ ~~100,000~~ 350,000

Resources:

STIP/FHWA \$ 627,096
State Match \$ 52,904
 SPR \$ 125,000

TOTAL \$ ~~125,000~~ 805,000

TOTAL \$ ~~125,000~~ 805,000

Full Time Equivalent Staffing:

Regular Full Time FTE: ~~0.25~~ 3.0

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-5052 FOR THE PURPOSE OF
AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
ADD FUNDING FOR THE CORRIDOR BOTTLENECK OPERATIONS STUDY 2 (CBOS2)
OPERATIONS PROJECT

Date: October 25, 2019
Department: Planning
Meeting Date: January 16, 2020

Prepared by: John Mermin, 503.797.1747, john.mermin@oregonmetro.gov

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget. The approved 2019-20 UPWP includes a work item to complete a Corridor Bottleneck Operations 2 (CBOS2) Atlas and concept refinement under the Planning for Operations narrative. The CBOS2 Atlas is almost complete and the Oregon Transportation Commission has allocated additional STIP funds to supplement the planned refinement work, resulting in the need to amend the UPWP budget for this item. The additional funding would allow ODOT to continue with early project planning for CBOS2 concepts by refining the design and conducting enhanced traffic analysis of certain CBOS2 improvement concepts beyond what would be possible within the current budget (e.g. 20% design for a greater number of concepts instead of 10% design for a fewer number of concepts). In addition, the additional budget would allow for the refinement work to be completed in a shorter period of time than previously anticipated. CBOS2 and any associated refinement of the concepts identified in CBOS2 are planning activities; none of the concepts being explored will exceed 30% design.

ACTION REQUESTED

Approval of the requested amendment to the 2019-20 UPWP.

IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety

- Managing Congestion
- Climate

The planning activities within the ODOT – Region 1 Planning for Operations are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 19-5052 and amend the FY 2019-20 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

Concerns with the CBOS2 project were shared by JPACT members and members of the public at the October 17, 2019 JPACT meeting. JPACT is scheduled to discuss this amendment at their December 19 meeting.

Legal Antecedents

Metro Council Resolution No. 19-4979 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in funds added to the existing ODOT – Region 1 Planning for Operations budget, which will allow ODOT to conduct refinement of improvement concepts identified in the CBOS 2 Atlas between now and June 30, 2020.

BACKGROUND

As part of the ODOT – Region 1 Planning for Operations effort currently included in the 2019-2020 UPWP, ODOT is finalizing Corridor Bottleneck Operations Study 2 (CBOS2), an Atlas that evaluates safety and operations improvement concepts to address bottlenecks as described in the 2018 Portland Region Traffic Performance Report.

CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot and localized improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost “fixes” at spot-specific locations to address safety issues.

ODOT Region 1’s CBOS2 evaluates freeway congestion bottlenecks and identifies concepts to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217). The CBOS2 Atlas summarizes phases of work and functions as a menu of potential projects from which ODOT can select for design and construction as funding becomes available. In CBOS 2, concepts are identified and evaluated to determine potential measurable benefit and feasibility. Operational and safety improvement concepts included in the Atlas include:

- Ramp closures;
- Ramp meters;
- Active transportation management signs;

- Striping and signage;
- Truck climbing lane; and
- Auxiliary lanes.

Following completion of the atlas, as indicated in the approved UPWP, ODOT will refine the improvement concepts identified. Refinement activities include traffic analysis, geometric design to provide more input on constructability and cost, coordination with stakeholders to get input on how concepts might impact or benefit local systems.

ODOT's 2013 CBOS identified key congestion locations along the five Portland metro area freeway corridors (I-5, I-205, I-84, I-405 and U.S. 26). The study recommended cost-effective and smaller scale improvements to the existing system to improve freeway safety and operations at identified bottlenecks, particularly during the peak commute shoulder hours (the hours before and after the traditional rush hour traffic pattern). These typically involve improvements to improve the operation of freeway ramps, add auxiliary lanes to improve merging and safety, and optimize freeway signage, speeds and signals. The first CBOS study was completed in response to the Federal Highway Administration FHWA Localized Bottleneck Reduction (LBR) program. The federal program focused on relieving bottlenecks and their causes with the ultimate goal of improving safety and operations at these bottlenecks.

Projects from the first CBOS that provided the best value of benefits and cost (primarily projects in the \$1-20 million range) were selected for funding. Most of these projects have now been constructed by ODOT.

Resolution No. 19-5051, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's Corridor Bottleneck Operations Study – Two (CBOS II) (DC20-04-DEC1)

Resolutions

Metro Council Meeting
Thursday, January 16, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW	)	RESOLUTION NO. 19-5051
PROJECT TO THE 2018-21 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT	)	Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT,	)	Andrew Scott in concurrence with
ODOT'S CORRIDOR BOTTLENECK	)	Council President Lynn Peterson
OPERATIONS STUDY – TWO (CBOS II) (DC20-)	
04-DEC1))	

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 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

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

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

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

WHEREAS, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks and generate a menu of small-scale projects; and

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217 and will provide recommendations including, without limitation, recommendations for auxiliary lanes, ramp modifications, metering, and advanced traffic monitoring systems; and

WHEREAS, the study may recommend construction projects, such as projects to construct auxiliary lanes, that are not included in the 2018 RTP; and

WHEREAS, before proceeding with project development and construction on the recommended projects not already in the 2018 RTP, ODOT must bring each individual project to JPACT and the Metro Council for consideration as amendments to the 2018 RTP; and

WHEREAS, Metro's review of the CBOS II Study determined it is required to be added to the Unified Planning and Work Program (UPWP) and has completed the required UPWP formal amendment which now allows the MTIP to be amended; and

WHEREAS, the December 2019 Formal MTIP Special Amendment for the CBOS II study was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338 and accomplished legally; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the December 2019 Formal MTIP Amendment to add the new ODOT CBOS II project; and

WHEREAS, the CBOS II project successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 2019 and provided an amended approval recommendation that has been incorporated into Resolution 19-5051 and is now being brought to Metro Council for approval; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 16, 2019 to formally amend the 2018-21 MTIP to include the ODOT CBOS II Study within Resolution 19-5051.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5051**



Proposed December 2019 Formal Amendment Bundle - CBOS II Study

Amendment Type: Formal/Full

Amendment #: DC20-04-DEC1

Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	ADD NEW PROJECT: Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227

December 2019 MTIP Formal Amendment Project #1 - Key 20227 - ODOT CBOS II



Metro

**2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment
NEW PROJECT
Initial Programming**

Lead Agency: ODOT		Project Type: Planning		ODOT Key: 20227	
Project Name: Corridor Bottleneck Operations Study 2		ODOT Type: Planning		MTIP ID: TBD	
		Performance Meas: No		Status: 1	
		Capacity Enhancing: No		Comp Date: 12/31/2021	
		Conformity Exempt: Yes		RTP ID: 11305	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		On State Hwy Sys: Multiple		RFFA ID: N/A	
		Mile Post Begin: Var		RFFA Cycle: N/A	
		Mile Post End: Var		UPWP: Yes	
		Length: Var		UPWP Cycle: SFY 20	
Short Description: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors		1st Year Program'd: 2020		Past Amend: 0	
		Years Active: 1		OTC Approval: No	
Detailed Description: On I-5, I-84, I-205, I-405, US 26 , OR 217, evaluate freeway congestion bottlenecks and opportunities to address congestion particularly during peak commute shoulder hours though safety and operational improvements in the Region 1 area. Recommend improvements such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane ramp management, etc.					

STIP Description: Planning improvements related to the corridor bottleneck study in the Portland Metro area.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	2001	2020	\$ 888,489					\$ 888,489
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 888,489
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 101,691					\$ 101,691
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 990,180	\$ -	\$ -	\$ -	\$ -	\$ 990,180
Year Of Expenditure (YOE):								\$ 990,180

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action. Key 20227 already exists as a construction funded project called Interstate Operations Improvements. The project is programmed outside of the MPO boundary area. However, ODOT has decided to re-direct the funding to support the Corridor Bottleneck Study in Region 1. The funding for Key 20227 is being shifted from the Construction phase to the Planning phase and re-programmed as a new Planning study in the MTIP

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11305 - I-205 Active Traffic Management

> RTP Description: Planning portion in support of future 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.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies

> An UPWP amendment is also required to add the CBOS 2 study to the UPWP and will progress separately from the MTIP amendment.

Fund Codes:

> NHPP = Federal National Highway Performance Program funding allocated to ODOT

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, December 24, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5051, CBOS II Study

STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT'S CORRIDOR BOTTLENECK OPERATIONS STUDY – TWO (CBOS II) (DC20-04-DEC1)

BACKGROUND

What This Is:

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) under Resolution 19-5051 contains a request to add one new project to the MTIP: ODOT's Corridor Bottleneck Operations Study 2 (CBOS 2).

What is the requested action?

JPACT requests Metro Council approve the December 2019 formal amendment under Resolution 19-5051 for ODOT's CBOS II Study, and then on to USDOT be amended correctly into the 2018 MTIP.

Proposed December 2019 Formal Amendment Bundle – CBOS II Amendment Type: Formal/Full Amendment #: DC20-04-DEC1 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	<u>ADD NEW PROJECT:</u> Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227

ADDITIONAL POLICY DISCUSSION AT JPACT on December 19, 2019:

Agenda item 5.2 covering Resolution 19-5051 which covered the CBOS 2 Study generated additional discussion among JPAC members. While committee members expressed their general support for the CBOS 2 study citing the results from the first CBOS study, several JPACT members also expressed their concern towards the study lack of detailed scope activity elements and the impact this could have on the final deliverables. Specific concerns raised included deliverables that may not be properly vetted against the Regional Transportation Plan (RTP). This could result in a failure to ensue specific project improvement recommendations which have a safety focus would not be submitted into the current RTP. Because the CBOS recommended improvements could be capacity enhancing, they would need to be included individually in the RTP to ensure travel demand modeling and air conformity analysis modeling requirements are properly completed. This would result in delays to program, obligate, and construct the final project recommendations and negate the needed safety improvements the CBOS project will recommend.

Metro Councilor, Craig Dirksen, offered an amended resolution 19-5051 with added language to ensure the potential RTP project gap deficiency with CBOS recommended projects would not occur. Councilor Dirksen stated the proposed language changes to Resolution 19-5051 and explain their nature to JPACT members. There was a detailed and lengthy discussion about the new and adjusted text for Resolution 19-5051 among JPACT members.

The final approved text to amend Resolution 19-5051 included the following changes. Note red and strike-through text indicates removed text. Blue font equals new or revised text added to the resolution paragraph:

- **Seventh Paragraph:**

- Existing Text:

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks and ~~opportunities to address congestion through safety operational improvements; and~~

- Amended Paragraph:

WHEREAS, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks **and generate a menu of small-scale projects; and**

- **Eighth Paragraph:**

- Existing Text:

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217; and

- Amended Paragraph:

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217 **and will provide recommendations including, without limitation, recommendations for auxiliary lanes, ramp modifications, metering, and advanced traffic monitoring systems; and**

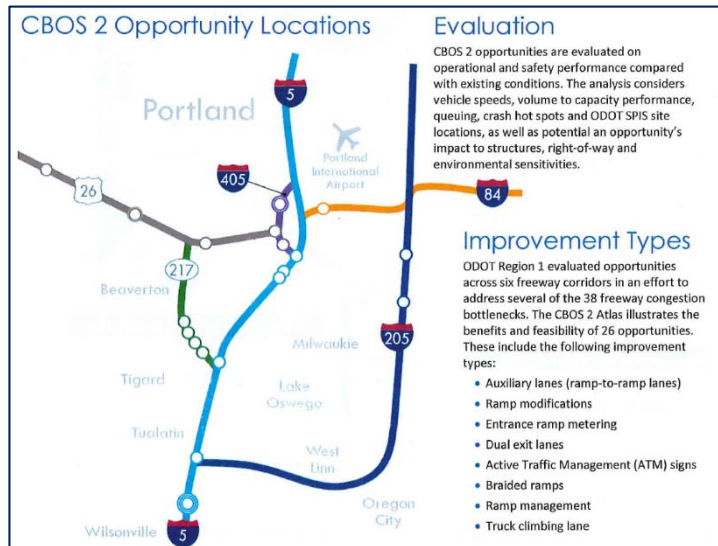
- **New Added Ninth Paragraph:**
 - New Amended Paragraph:
WHEREAS, the study may recommend construction projects, such as projects to construct auxiliary lanes, that are not included in the 2018 RTP; and
- **New Added Tenth Paragraph:**
 - New Amended Text:
WHEREAS, before proceeding with project development and construction on the recommended projects not already in the 2018 RTP, ODOT must bring each individual project to JPACT and the Metro Council for consideration as amendments to the 2018 RTP; and
- **Revised 17th Paragraph:**
 - Existing Text:
WHEREAS, JPACT received their notification on December 19, 2019 ~~and provided an approval recommendation to Metro Council; now therefore~~
 - Amended Paragraph:
WHEREAS, JPACT received their notification on December 19, 2019 **and provided an amended approval recommendation that has been incorporated into Resolution 19-5051 and is now being brought to Metro Council for approval; now therefore**

Note: The revised 17th paragraph is staff driven administrative correction to tie together more clearly the new amended provisions now incorporated in Resolution 19-5051. All other paragraphs and text remain unchanged in Resolution 19-5051.

Below are the summary details for ODOT's CBOS 2 Study:

Project 1:		Corridor Bottleneck Operations Study 2 New Project	
Lead Agency:	ODOT		
ODOT Key Number:	20227	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none">• Proposed improvements: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors• Source: New MTIP project.• Funding: FHWA National Highway Performance Program (NHPP) funds• Type: Planning• Location: Along Region 1's major Throughways including I-5, I-84, I-205, I-405, and OR217• Overall Mile Post Limits: Multiple• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).• STIP Amendment Number: 18-21-2965• MTIP Amendment Number: DC-04-DEC1		
What is changing?	AMENDMENT ACTION: ADD NEW PROJECT		

This formal amendment adds the Corridor Bottleneck Operations Study (CBOS) 2 to evaluate Region 1's congestion bottlenecks. The study will identify opportunities to address congestion through safety and operational improvement on six metro area freeway corridors that include I-5, I-84, I-205, I-405, US 26, and OR217. The study will provide recommendations such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane, ramp management, etc.



Funding for the study originates from a non-MPO project Key 20227 which is having its construction phase funding re-directed to support the CBOS 2 study.

2018-2021 Active STIP				VARIOUS		2018-2021 Active STIP					
Name: Interstate Operations improvements						Key: 20227					
Description Funding for region-wide Interstate Operations Improvements. Projects to be selected based on infrastructure needs.						Region: 1					
MPO: Non-MPO			Work Type: OP-S&I								
Applicant: ODOT			Status: BUCKET OF FUNDS								
Location(s)-											
Mileposts		Length	Route	Highway		ACT		County(s)			
						REGION 1 ACT		VARIOUS			
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year								2020			
Total								\$990,180.00		\$990,180.00	
Fund 1						2001		\$913,144.00			
Match								\$77,036.00			
Footnote:											
Most Recent Approved Amendment											
Amendment No: 18-21-1851				Approval Date: 1/14/2019							
Requested Action: 21400.				Reduce project funding by \$1,000,000 and move to project key							

Additional Details: The project follow-on the study efforts accomplished in CBOS 1 which focused on I-205.

Why a Formal amendment is required? Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a project to the MTIP requires a formal amendment

Total Programmed Amount: The total project programming amount for Key 20227 is 990,180. \$888,489 of federal NHPP is committed to the study with \$101,691 of state funds provided as the match.

Added Notes: CBOS II Flyer details included below



Portland Region

Corridor Bottleneck Operations Study 2

Overview

ODOT Region 1's Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies opportunities to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of opportunities from which ODOT can

select for design and construction as funding becomes available. CBOS 2 opportunities are identified and evaluated to determine potential measurable benefit and feasibility.

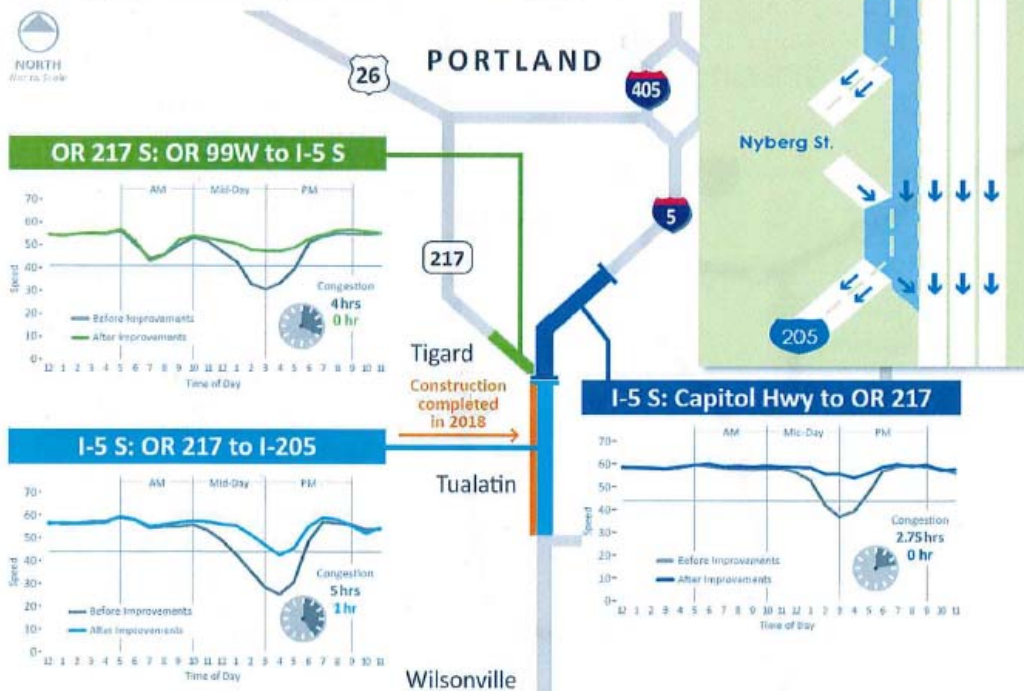
CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost "fixes" at spot-specific locations to address safety issues.

Example CBOS improvement: I-5 SB auxiliary lane

CBOS 2 is the second such effort to identify lower-cost projects to improve safety and operations on Portland area freeways. Several projects from the first CBOS list have been built over the last five years and shown positive impacts. For example, preliminary data illustrating the performance of the recently constructed I-5 southbound auxiliary lane between OR 217 and I-205 have shown major benefits. Prior to construction, the project area experienced five hours of congestion on an average weekday. In the initial weeks following project construction, this same area experienced about one hour of congestion on weekdays as motorists entering I-5 southbound from OR 217 can avoid weaving and lane changes all the way to I-205.

Return on Investment

This project addresses the bottleneck on this section of freeway and improves traffic flow upstream on I-5 between Capitol Highway and OR 217, as well as OR 217 southbound between OR 99W and I-5. The project cost was \$28.3 million for construction and will have an estimated delay cost savings of \$8.4 million annually to motorists.



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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• 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.	

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the December 2019 Formal MTIP amendment (DC20-04-DEC1) for the CBOS II Study will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	December 5, 2019
• TPAC notification and approval recommendation.....	December 6, 2019
• JPACT approval and recommendation to Council.....	December 19, 2019*
• Completion of public notification process.....	January 8, 2020
• Metro Council approval.....	January 16, 2020

Notes:

- * If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	January 21, 2020
• Amendment bundle submission to ODOT for review.....	January 22, 2020
• Submission of the final amendment package to USDOT.....	January 22, 2020
• ODOT clarification and approval.....	Mid February, 2020

- USDOT clarification and final amendment approval..... Mid February 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends Metro Council approve the amended Resolution 19-5051 under MTIP Amendment DC20-04-DEC1 allowing the MTIP to add ODOT's CBOS II Study.

Materials following this page were distributed at the meeting.

Resolution 20-5063: 2022-24 Regional Flexible Funds Allocation Step 2 Projects

Presentation to Metro Council
January 16, 2020

Action requested

Request adoption of Resolution 20-5063, For the Purpose of Allocating \$143.98 Million of Regional Flexible Funding for the Years 2022-2024, pending adoption of the 2021-2024 MTIP



Resolution 20-5063

- Approves Step 2 package of 2022-2024 Regional Flexible Fund investments
(Step 1 investments adopted in April 2019 through Resolution 19-4959, which also defined RFFA policy direction)
- Enables completion of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), to be adopted later in 2020

RFFA investments support the region's transportation vision

Equity

Safety

Climate

Congestion

2018 RTP vision and investment strategy directly guided RFFA policy and project selection

RTP/RFFA investment outcomes: Equity, Safety, Climate, Congestion

- 81% of projects are in Equity Focus Areas
- 69% intersect with High Injury Corridors
- 94% are on Active Transportation and Transit networks
- 708 transit stops within ¼ mile of projects

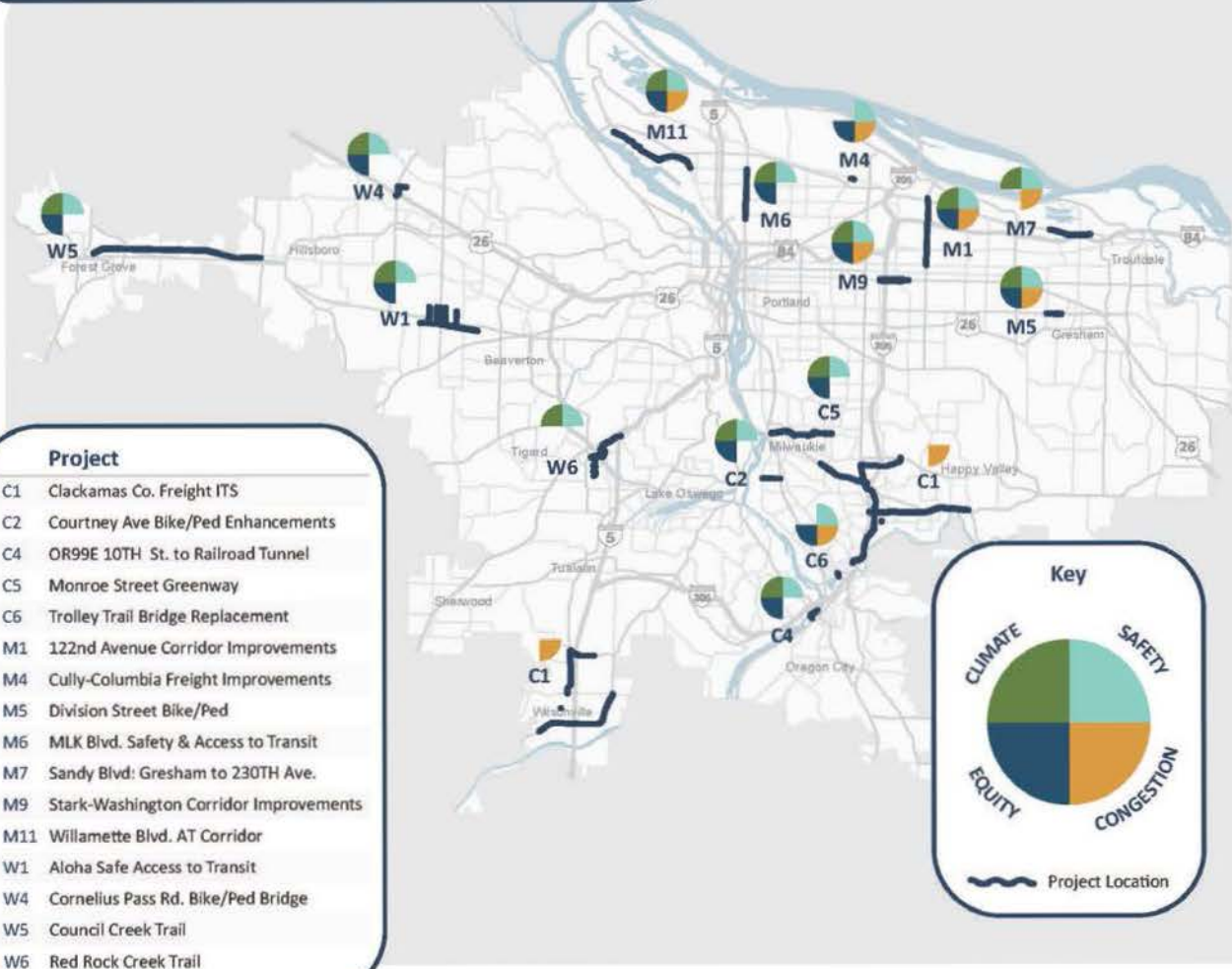
JPACT – approved Step 2 funding package

- Funds 16 of 23 total proposed projects
- Eight projects in each target category
- Two projects or more funded in each county and Portland
- \$45,083,707 awarded

Investing throughout the region

- Every county and Portland has at least 2/3 of their requested projects funded; at least two in each area
- Awards half or more of the dollar amounts requested in each county and Portland

RFFA projects advance policy priorities



Key Outcome Indicators



CLIMATE

94%
of projects within 1/4 mile
of bike or transit systems



SAFETY

69%
of projects intersect with
High Injury Corridors



EQUITY

81%
of projects intersect with
Equity Focus Areas



CONGESTION

708
transit stops within
1/4 mile of projects

Active Transportation benefits

- Adds Active Transportation improvements to streets
- Builds trails and bridges to separate modes and remove barriers
- Improves access to regional and town centers, other regional destinations
- Leverages regional investments in high-capacity transit

Freight & Economic Development benefits

- Helps freight move more easily and reliably
- Separates freight and vulnerable users
- Improves access to industrial areas and jobs

Clackamas County

- Clackamas Industrial Area ITS
- Courtney Ave Bike/Ped Improvements
- Hwy 99E Bike/Ped Improvements
- Monroe St Greenway
- Trolley Trail Bridge



Multnomah County

- Division St Complete Street
- Sandy Blvd – Gresham to 230th (includes project development for 223rd project)



Portland

- 122nd Ave Corridor Improvements
- Cully-Columbia Freight Improvements
- MLK Blvd Safety and Access to Transit
- Stark-Washington Corridor Improvements
- Willamette Blvd AT Corridor



Washington County

- Aloha Safe Access to Transit
- Council Creek Trail
- Cornelius Pass Bike/Ped Bridge (US 26)
- Red Rock Creek Trail



An aerial photograph of a city, likely Portland, Oregon, with a dense urban core and a large, snow-capped mountain (Mount Hood) in the background. The text is overlaid on the upper portion of the image.

Request Council adoption of Resolution 20-5063