Memo

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

Date: March 19, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Revised March 2020 MTIP Formal Amendment & Resolution 20-5082 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING, AMENDING EXISTING, OR ADVANCING FUTURE PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES THE ADVANCEMENT OR ADDED FUNDING TO SPECIFIC PROJECT PHASES FOR NINE ODOT 2021-2024 DRAFT STIP PROJECTS, ADDING A NEW TRIMET PROJECT AND COMPLETING A MAJOR SCOPE CHANGE TO WEST LINN'S OR43 PROJECT (MR20-09-MAR)

BACKROUND
The March 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment advances nine ODOT 2021-2024 new draft State Transportation Improvement Program (STIP) projects into FY 2020 allowing them to start now, and adds TriMet's new Operator Safety Awareness FTA section 5312 grant award, and completes a major scope change to West Linn's OR43 project.

Per discussion at the 3-5-2020 TPAC, the Rose Quarter Improvement Project in Key 19071 has been separated and removed from the March 2020 Formal Amendment Bundle. The project proceeded to JPACT under its own Resolution and Amendment number of 20-5088 and MTIP Amendment Number MR20-10-MAR2.

What is the requested action?
JPACT recommends Metro Council approve Resolution 20-5082 consisting of the eleven total project bundle allowing the MTIP to amend, advance, or add the eleven identified projects impacting ODOT, TriMet, and West Linn with final approval from USDOT.

Proposed March 2020 Formal Amendment Bundle
Amendment Type: Formal/Full
Amendment #: MR20-09-MAR
Total Number of Projects: 11

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key **19071**	10867	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, ~~continue prior planning and project development efforts of the Broadway-Weidler Facility~~ **odal ude: iliary) y ke and g, and improved bike and pedestrian facilities**	**ADD FUNDING** The formal amendment adds $48,126,545 to the PE phase increasing it to $71.3 million. It also adds $58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to $129,391,997. OTC approval was required and occurred during their January 2020 Meeting

Key 19071 Rose Quarter Improvement Project is deleted from Resolution 20-5082 Formal Amendment Bundle and added to Resolution 20-5088

The remaining eleven projects that TPAC recommends to be included in Resolution 20-5082 are as follows:

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key **20300**	70941	ODOT	US26: OR217 – Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment **(HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.**	**ADD FUNDING** The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP
Project #2 Key **20382**	70859	~~ODOT~~ Multnomah County	Morrison Street: Willamette River (Morrison) ~~Br~~ Bridge	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.	**COST INCREASE:** The formal amendment adds $5 million to the construction phase increasing it to $24,357,432 and advances it forward to FY 2020. The Lead Agency for the project is corrected to be Multnomah County as well.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #3 Key **20471**	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City replace the current structural overlay **and joints to maintain the bridge condition and structure safety.** (HB2017 Awarded Project $1,202,900 Original Award).	**ADD PHASE:** The formal amendment adds the construction phase to the project which was pushed out to 2021 and is now being advanced forward into 2020.
Project #4 Key **21610**	TBD	ODOT	**Portland Metro & Surrounding Area Rockfall Mitigation Study**	An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1.	**ADD NEW PROJECT** The formal amendment advances the project study from the 2021-24 STIP in FY 2021 to FY 2020 into the current 2018-21 MTIP allowing it to obligated and be implemented by the end of FY 2020.
Project #5 Key **22106**	TBD	ODOT	**Portland Metro Area Bus-On-Shoulder Pilot Study**	An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities.	**ADD NEW PROJECT** The formal amendment advances the ODOT planning study from the 2021-24 STIP forward into the current 2018-21 MTIP to be obligated and implemented before the end of FY 2020
Project #6 Key **21707**	TBD	ODOT	**US30B: St John's (Willamette River) Bridge**	Design for future repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #7 Key **21710 NEW PROJECT**	TBD	ODOT	**US30: Troutdale (Sandy River) Bridge**	Design for future repair of bridge footing erosion to protect the structure from further damage.	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #8 **Key 21712 NEW PROJECT**	TBD	ODOT	**OR99W: Rock Creek Bridge**	Design for future installation of new bridge rail to meet current safety standards	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020
Project #9 **Key 21882 NEW PROJECT**	TBD	ODOT	**Hawthorne Bridge Ramp to OR99E (Portland)**	Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A)	**ADD NEW PROJECT** The formal amendment advances the PE phase from the 2021-2024 STIP allowing it to be obligated and implemented in FY 2020

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #10 **Key TBD NEW PROJECT**	TBD	TriMet	TriMet Operator Safety and Rider Awareness	Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics	**ADD NEW PROJECT** The formal amendment adds TriMet's new discretionary Section 5312 grant from the Federal Transit Administration's (FTA) Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement funding program.
~~Project #12 Key **20849**~~	~~70935~~	~~TriMet~~	~~Red Line Extension to Gateway Double Track Project~~ ~~**MAX Red Line Extension & Reliability Improvements**~~	~~Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.~~ ~~**Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform stations.**~~	~~**ADVANCE & ADD PHASE:** The formal amendment adds the PE phase supporting final engineering needs for the MAX Red Line Extension Project construction in the Other phase. The total programming amount is $36.2 million for the PE phase.~~
ADDED Note for Key 20849: Per official comment received from TriMet through a 2/27/2020 teleconference, Key 20849, Red Line Extension project is being removed from the March 2020 MTIP Formal Amendment bundle. It will be re-submitted next month as part of the April 2020 MTIP Formal Amendment bundle. The reason for the removal stems from the Federal Transit Agency denial to allow the full project to be programmed prior to award of the FTA Section 5309 Small Starts grant. The final engineering requirements can be added to the MTIP into the Preliminary Engineering phase currently. However, TriMet has requested additional time to refine the final engineering funding composition and costs. Rather than provide soft cost estimates now that will trigger additional amendments, Metro agrees with TriMet that this is a more efficient approach. As of 2/28/2020, Key 20849 is removed from the March 2020 MTIP Formal Amendment bundle. - Ken Lobeck, Metro Funding Programs Lead					
Project #11 Key **0329**	70882	West Linn	~~OR43: Arbor Dr - Hidden Springs Rd~~ OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	~~Construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7,500 sq ft. of new road extending Hidden Springs Rd to Old River Rd (19-21 RFFA award project)~~ **Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. (RFFA 2019-21 award cycle).**	**SCOPE CHANGE** The formal amendment completes a major scope to the project. The project name, description, and limits are updated as a result. There is no change in the fund programming.

A detailed summary of the amended projects is provided below.

Project 1:	**US26: OR217 – Cornell Rd**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20300**	MTIP ID Number:	70941
Projects Description:	Project Snapshot: • Proposed improvements: Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration • Source: Existing Project • Funding: Federal National Highway Performance Program (NHPP) plus federal Advance Construction as a fund type code placeholder. • Project Type: Operations and Maintenance/Preservation • Location: On US26 north of Beaverton • Cross Street Limits: OR217 west to Cornell Rd • Overall Mile Post Limits: 66.35 to 69.19, approximately 2.84 miles in length • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3620 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD FUNDING** The formal amendment advances $111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP. The construction phase will be added to the 2021-26 MTIP as well. A formal amendment is required as funding from outside the constrained 2018-21 STIP are being advanced into the current 2018-21 STIP and MTIP.		

Name: US26: OR217 - Cornell Rd Key: 20300

Description: Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration. Region: 1

MPO: Portland Metro MPO Work Type: Bridge, Pavement Preservation, Safety

Applicant: ODOT Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
0.10 to 0.39	0.29	OR-217	BEAVERTON-TIGARD	REGION 1 ACT	WASHINGTON
66.35 to 69.19	2.84	US-26	SUNSET	REGION 1 ACT	WASHINGTON
68.32 to 68.36	0.04	US-26	SUNSET	REGION 1 ACT	WASHINGTON
69.16 to 69.22	0.06	US-26	SUNSET	REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction		Other	Project Total
Year		2019		2020			2021			
Total			$1,111,839.00		$211,236.00			$9,268,975.00		$10,592,050.00
Fund 1		ACP0	$897,300.00	Z001	$179,460.00		Z001	$7,930,940.39		
Match			$102,700.00		$20,540.00			$907,731.61		
Fund 2		ZS30	$103,137.93	ZS30	$10,361.84		ZS30	$396,825.43		
Match			$8,701.07		$874.16			$33,477.57		

Footnote:

As shown above draft project from the 2021-2024 STIP, the Construction phase estimate is approximately $9.3 million and is scheduled for to commence in FY 2021.

Additional Details:	An ARTS project to apply high friction surface pavement treatment (HFST) on OR217 at the US26 westbound ramp was selected for the 21-24 STIP. This project will help drivers maintain control of vehicles in wet conditions, increasing safety. The location of this ARTS project aligns with current STIP project US26: OR217 - Cornell Rd (K20300), which is presently in design. ODOT is proposing to add the ARTS project to K20300, enabling faster and more efficient delivery of this critical safety treatment. This entails advancing $111,839 in 21-24 ARTS funding to the PE phase of K20300. In addition to the new ARTS scope, ODOT identified the need for bridge maintenance on the structure over OR217 to prevent deterioration. The cost for this work will be absorbed into the PE budget.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, advancing funds from outside the constrained years of the MTIP and STIP requires full/formal amendment
Total Programmed Amount:	The total project programming in the MTIP increases from about $1 million to $1,311,839.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds into the PE phase in into FY 2020. Approval occurred during their January 2020 meeting.

US26: OR217 - Cornell Rd

ODOT - Washington County

20300

120

Project 2:	**Morrison Street: Willamette River (Morrison) Bridge**		
Lead Agency:	~~ODOT~~ **Multnomah County**		
ODOT Key Number:	**20382**	MTIP ID Number:	70941
Projects Description:	Project Snapshot: • Proposed improvements: Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans. (Bridge #08589D) • Source: Existing Project • Funding: ODOT Bridge Program committing federal National Highway Preservation Program funds (NHPP) • Project Type: Local Bridge Program • Location: On SE Morrison St Bridge • Cross Street Limits: I-5 east of Willamette River west to SW 2nd St • Overall Mile Post Limits: N/A • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3582 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: COST INCREASE** The formal amendment corrects the lead agency to be Multnomah County in the MTIP. It also adds $5 million to the construction phase and advances it forward to FY 2020. Previously, Multnomah County had been awarded $21,345,440 for K20382, a paint project on the main spans of Morrison Bridge. The award for K20382 was less than the County had originally requested ($26,586,000). Since that time, County's design consultant has performed estimates for the cost of various combinations of work on the bridge, and has determined that by transferring $5,000,000 from the 21-24 project to K20382, they can complete the entire original scope of the paint project and paint all of the portions of Morrison Bridge over the Willamette River. The Local Bridge Program has approved their request to transfer/advance $5M from Draft STIP K21884 to K20382. Key 21884 as proposed in the 2021-24 STIP where the $5 million is being advanced to Key 20382.		
Additional Details:			

Name: Morrison St.: Morrison (Willamette River) Bridge (Portland) Key: 21884

Description: Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads. Region: 1

MPO: Portland Metro MPO Work Type: Bridge

Applicant: MULTNOMAH COUNTY Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

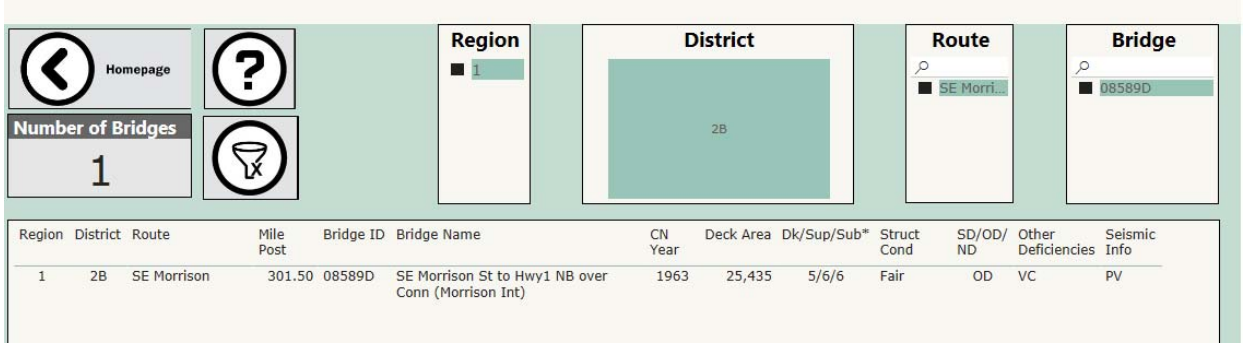
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022			2024		
Total		$1,788,620.00			$7,218,909.00		$9,007,529.00
Fund 1		Z240 $1,604,928.73			Z240 $6,477,527.05		
Match		$183,691.27			$741,381.95		

Footnote:

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, advancing funds from outside the constrained years of the MTIP and STIP requires full/formal amendment. Also, adding $5 million to the project represents a 23.4% cost increase to the project which also triggers the need for a formal amendment as it is above the 20% threshold for financial administrative changes.
Total Programmed Amount:	The total project programming in the MTIP increases from $21,345,440 to $26,345,440.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds to FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: SE Morrison St to Hwy 1 NB over Conn (Morrison Int) Bridge number: 08589D Bridge Hwy: SE Morrison MP Begin and End: 301.50				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		

Data Source: ODOT Bridge Condition Report



Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2B	SE Morrison	301.50	08589D	SE Morrison St to Hwy1 NB over Conn (Morrison Int)	1963	25,435	5/6/6	Fair	OD	VC	PV

Morrison Street: Willamette River (Morrison) Bridge (Painting)

Multnomah County

20382

86

Project 3:	**OR99W: Tualatin River Northbound Bridge**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20471**	MTIP ID Number:	70999
Projects Description:	Project Snapshot: • Proposed improvements: Replace the bridge travel surface and joints to maintain the bridge condition and ensure continued safety of this structure. • Source: Existing Project • Funding: PE = Federal National Highway Performance Program funds. Projected for Construction are HB2017 funds but could be replaced by other federal funds. • Project Type: Bridge – non-capacity enhancing improvement project • Location: King City, on OR 99W • Cross Street Limits: At the Tualatin River (near SW Hazlebrook Rd) • Overall Mile Post Limits: 12.14 to 12,23 = 0.09 miles • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3585 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD CONSTUCTION PHASE** The formal amendment adds the construction phase to the project which had been pushed out to 2021 as part of the STIP Recalibration Effort last July. It is now being advanced forward to FY 2020. The current overlay has dense cracking in some areas and large cracks in others. The overlay has reached the end of its service life. Advancing Construction to 2020 will get this project to construction a year before the Oregon 217 Aux Lane project to reduce anticipated traffic impacts. In addition, there is potential for lower bid prices when constructed earlier. Key 20471 as proposed in the 2021-24 STIP where the construction phase is being advanced to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Cost increases above 20% for $1 million or greater projects requires a full/formal amendment		

2021-2024 Draft STIP **WASHINGTON** **2021-2024 Draft STIP**

Name: **OR99W: Tualatin River northbound bridge** Key: **20471**

Description **Replace the bridge travel surface and joints to maintain the bridge condition and ensure continued safety of this structure.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **Bridge**

Applicant: **ODOT** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
12.14 to 12.23	0.09	OR-99W	PACIFIC HWY WEST	REGION 1 ACT	WASHINGTON

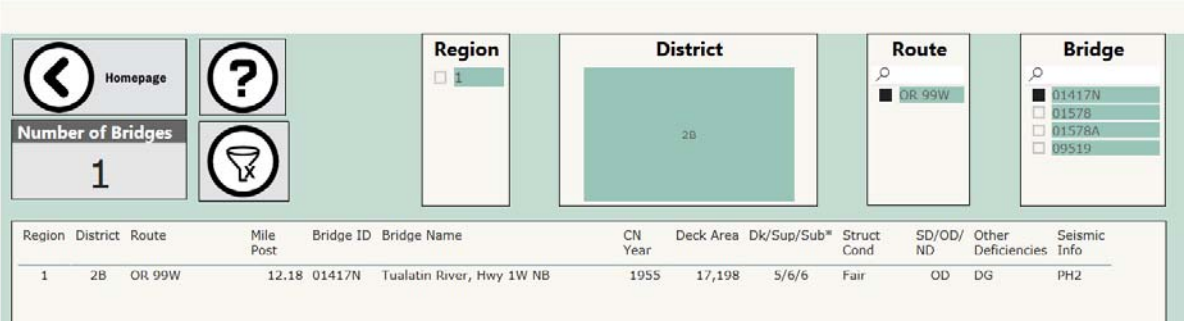
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2018			2021		
Total		$1,100,000.00			$1,202,900.00		$2,302,900.00
Fund 1		Z001 $987,030.00			Z001 $1,079,362.17		
Match		$112,970.00			$123,537.83		

Footnote:

Total Programmed Amount:	By advancing the construction phase into FY 2020 which adds $1,202,900, the project increases in cost from $1,100,000 to $2,309,900
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

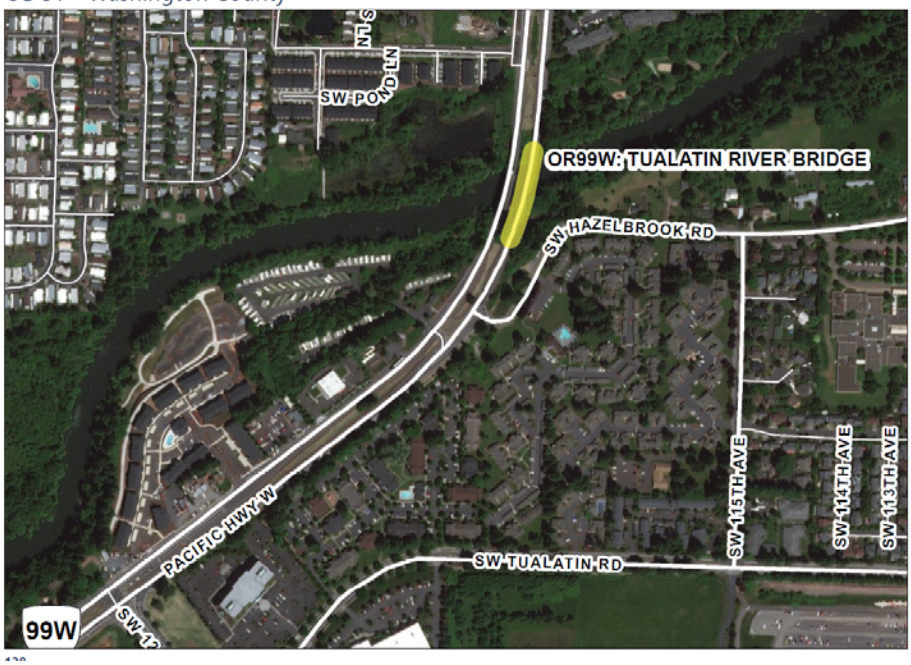
Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Tualatin Rover, Hwy 1W NB Bridge number: 01417N Bridge Hwy: OR 99W MP Begin and End: 12.18				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



OR99W: Tualatin River northbound bridge

ODOT - Washington County

20471



Project 4:	**Portland Metro & Surrounding Area Rockfall Mitigation Study (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21610**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: An ODOT regional study encompassing the counties of Clackamas, Hood River, Multnomah, and Washington County to identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains from these type of threats throughout ODOT Region 1. • Source: New Project • Funding: • Project Type: Planning Study – non-capacity enhancing improvement project • Location: MPO & ODOT Region 1 Wide including Hood River • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3624 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances ODOT study from the 2021-24 STIP in FY 2021 to the 2018-21 MTIP to be obligated implemented in FY 2020. Several areas in the region are at risk of rockfall hazards due to weather, geological conditions and other environmental factors. This project will help identify locations for future projects by assessing existing conditions and creating an inventory of needs that can be prioritized. Key 21610 as proposed in the 2021-24 STIP where the Planning phase is being advanced to FY 2020 as part of the March 2020 Formal MTIP Amendment.		

Name: Portland Metro and surrounding areas rockfall mitigation Key: 21610

Description: This study will identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. Region: 1

MPO: Non-MPO, Portland Metro MPO Work Type: Slides and Rockfalls

Applicant: ODOT Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	WASHINGTON
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

		Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021						
Total		$250,000.00						$250,000.00
Fund 1	Z240	$224,325.00						
Match		$25,675.00						

Footnote:

Additional Details:	Anticipated deliverables include the following: • Investigate rockfall and hazardous tree potential at various sites in the region and identify future projects. • Develop a plan to address the most urgent needs for rockfall mitigation. Anticipated benefits are expected to produce an increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a full/formal amendment
Total Programmed Amount:	The total project study programming amount is $250,000. The federal Advance Construction placeholder is being used to program the funds.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting. Also: See Attachment 2 Key 21610 Rockfall Mitigation Study Flyer for additional program details

Project 5:	**Portland Metro Area Bus-On-Shoulder Pilot Study (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**22106**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: An ODOT study to evaluate the Portland metro freeway system (~100 miles) to identify bus-on-shoulder opportunities. • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. • Project Type: Planning Study, non-capacity exempt project type • Project Location: Portland metro area – focus on freeways • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3625 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the ODOT planning study from the 2021-24 STIP forward into the current 2018-21 MTIP to be obligated and implemented before the end of FY 2020. The study is proposed to include and system-wide geometric assessment, identification of potential pilot project corridors, coordination with regional partners, and development of Concept of Operations for each corridor. Funding for Key 22106 originates from the project grouping bucket (PGB) in Key 21611as proposed in the 2021-24 STIP The required funding $300k total) is split off from the PFGB and created as a stand-alone project in Key 22106. Key 22106 is then advanced from FY 2024 to FY 2020 to be obligated and implemented before the end of FY 2020/		
Additional Details:	Note: The Southwest Washington Regional Transportation Council (RTC) also has completed a similar feasibility study (bus-on-shoulder – BOS) which encompassed the I-205 corridor from the 18th Street interchange south through the I-84 interchange to Glisan Street and on SR-14 from I-205 to the164th Avenue interchange.		

2021-2024 Draft STIP **CLACKAMAS** **2021-2024 Draft STIP**

Name: **Portland Metro and surrounding areas operations** Key: **21611**

Description: **Operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.** Region: 1

MPO: **Non-MPO** Work Type: **Intelligent Transportation System (ITS)**

Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	WASHINGTON
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						$867,155.00	$867,155.00
Fund 1						Z240 $778,098.18	
Match						$89,056.82	

Footnote:

	In October 2017, C-TRAN and other regional partners launched a Bus On Shoulder pilot program that allows transit buses to use the shoulder of SR-14 between 164th Avenue and I-205 in Vancouver. The focus of the BOS Feasibility Study developed BOS concepts, evaluated potential geometric and operational constraints, identified opportunities for implementing BOS, and developed planning-level estimates of potential benefits to understand fatal flaws and overall feasibility of different BOS concepts and operating rules. The Study report documents the evaluation process and findings of the technical analysis, identities policy issues and includes a set of bus on shoulder recommendations for the corridors. Additional details about the RTC BOS Study and SR14 Pilot project can be found on the RTC website at https://www.rtc.wa.gov/studies/bos/.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.
Total Programmed Amount:	By advancing the construction phase into FY 2020 to support the study, a total of $300,000 is being programmed in the MTIP for the project.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Project 6:	**US30B: St John's (Willamette River) Bridge (NEW ADVANCING PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21707**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure. • Source: New Project • Funding: Federal Advance Construction placeholder funds for PE. STBG-State planned for ROW and Construction phases • Project Type: Bridge rehabilitation, non-capacity enhancing, exempt project • Location: Northeast Portland on US30 Bypass • Cross Street Limits: at St Johns Bridge at the Willamette Rover • Overall Mile Post Limits: MP 0.87 to MP 0.95 = 0.08 miles • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3627 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020. Key 21707 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a full/formal amendment		
Total Programmed Amount:	The total project study programming amount is $250,000. The federal Advance Construction placeholder is being used to program the funds.		

Name: **US30B: St Johns (Willamette River) Bridge** Key: **21707**

Description **Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.** Region: 1

MPO: **Portland Metro MPO** Work Type: **Bridge**

Applicant: **ODOT** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
0.87 to 0.95	0.08	US-30	NORTHEAST PORTLAND	REGION 1 ACT	MULTNOMAH

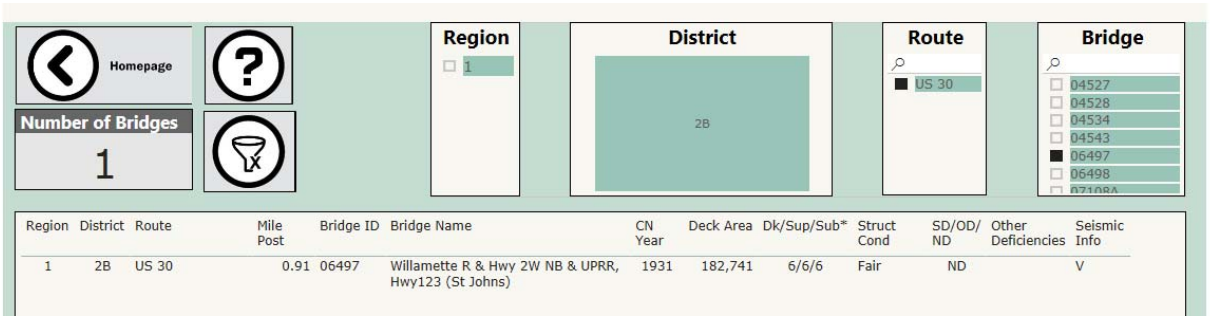
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021	2021		2022		
Total		$1,640,017.00	$248,261.00		$11,396,384.00		$13,284,662.00
Fund 1		Z240 $1,471,587.25	Z240 $222,764.60		Z240 $10,225,975.36		
Match		$168,429.75	$25,496.40		$1,170,408.64		

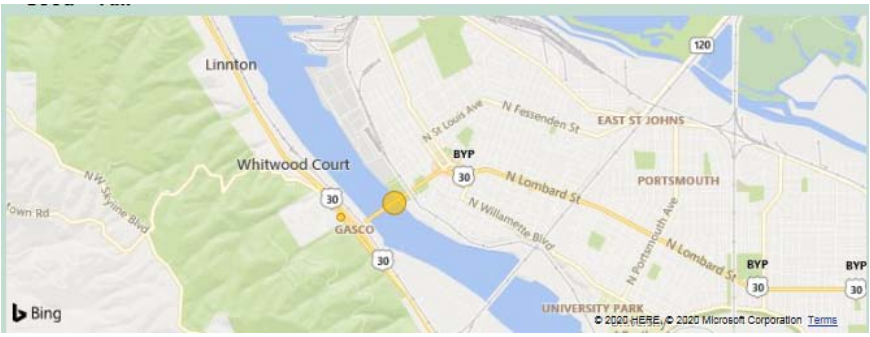
Footnote:

Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Willamette R & Hwy 2W NB & UPRR HWY 123 (St Johns) Bridge number: 06497 Bridge Hwy: US 30 MP Begin and End: at MP 0.91				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2B	US 30	0.91	06497	Willamette R & Hwy 2W NB & UPRR, Hwy123 (St Johns)	1931	182,741	6/6/6	Fair	ND		V



US30B: St Johns (Willamette River) Bridge

ODOT - Multnomah County

21707

Project 7:	**US30: Troutdale (Sandy River Bridge) (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21710**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future repair of bridge footing erosion to protect the structure from further damage. • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. State STBG proposed for ROW and Construction phases. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: NE Multnomah County on Historic Columbia River Hwy at the Troutdale (Sandy River) Bridge • Cross Street Limits: East of SE Jackson Park Rd and east across the Sandy River to Crown Point Hwy • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3628 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		
Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $671,377. The total estimate project cost to complete the repairs is $4,969,054.		

Key 21710 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.

2021-2024 Draft STIP **MULTNOMAH** **2021-2024 Draft STIP**

Name: **US30: Troutdale (Sandy River) Bridge** Key: **21710**

Description **Repair bridge footing erosion to protect the structure from further damage.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **Bridge**

Applicant: **ODOT** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
-0.01 to 0.03	0.04	US-30	HISTORIC COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH

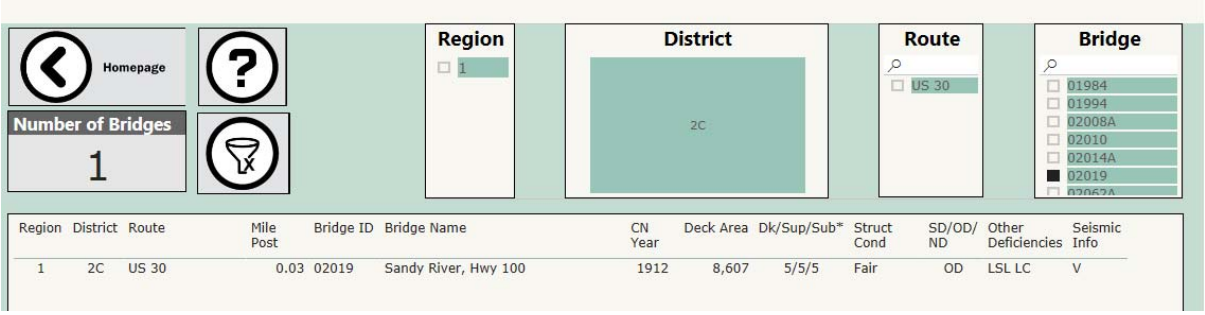
Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021	2021		2023	2023	
Total		$671,377.00	$39,304.00		$4,143,071.00	$115,302.00	$4,969,054.00
Fund 1		Z240 $602,426.58	Z240 $35,267.48		Z240 $3,717,577.61	Z240 $103,460.48	
Match		$68,950.42	$4,036.52		$425,493.39	$11,841.52	

Footnote:

Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Sandy River, Hwy 100 Bridge number: 02019 Bridge Hwy: US 30 MP Begin and End: N/A				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		

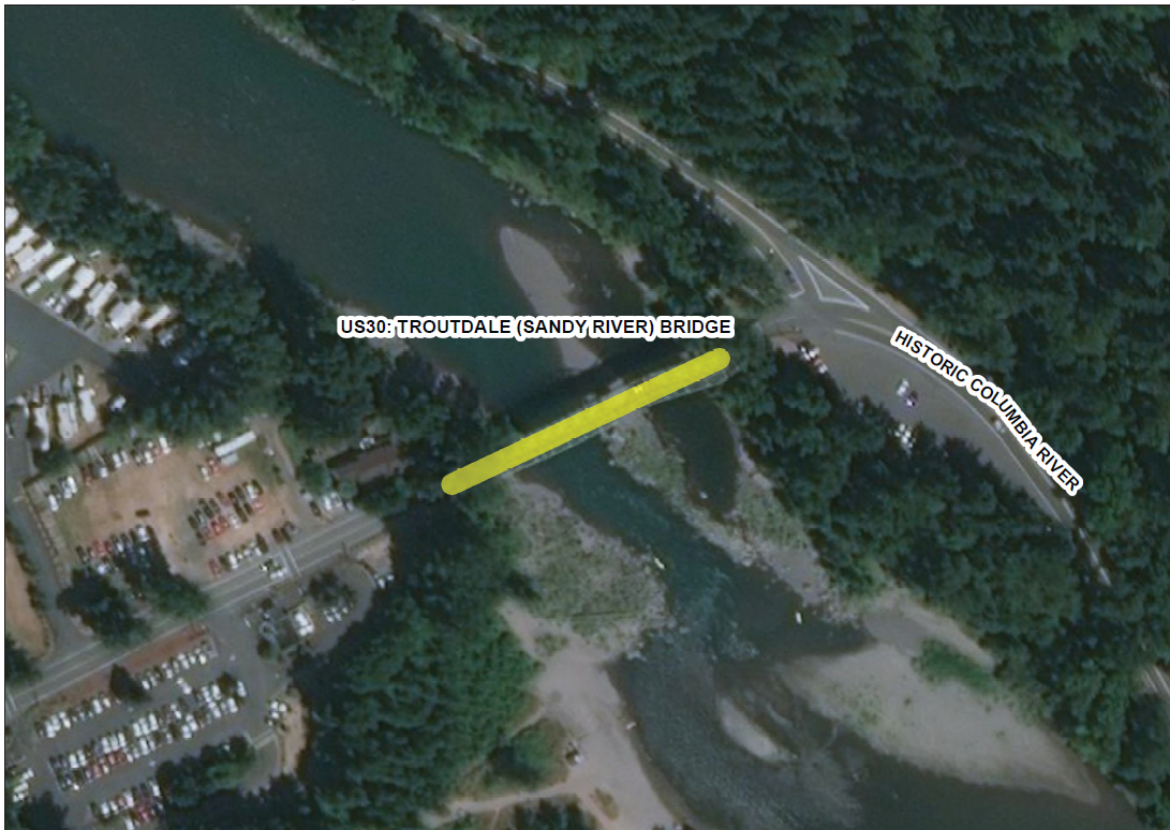


Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2C	US 30	0.03	02019	Sandy River, Hwy 100	1912	8,607	5/5/5	Fair	OD	LSL LC	V

US30: Troutdale (Sandy River) Bridge

ODOT - Multnomah County

21710



Project 8:	**OR99W: Rock Creek Bridge (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21712**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future installation of new bridge rail to meet current safety standards • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. Federal National Highway Performance Program (NHPP) funds for the construction phase. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: On OR99W southwest of King City • Cross Street Limits: About halfway between SW 124th Ave south to SWE Tualatin-Sherwood Rd • Overall Mile Post Limits: At MP 13.83 • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3628 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020.		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		
Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $74,079. The total estimate project cost is $763,184		
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.		

Key 21712 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.

Name: OR99W: Rock Creek Bridge Key: 21712

Description Install new bridge rail to meet current safety standards. Region: 1

MPO: Portland Metro MPO Work Type: Bridge rail retrofit

Applicant: ODOT Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

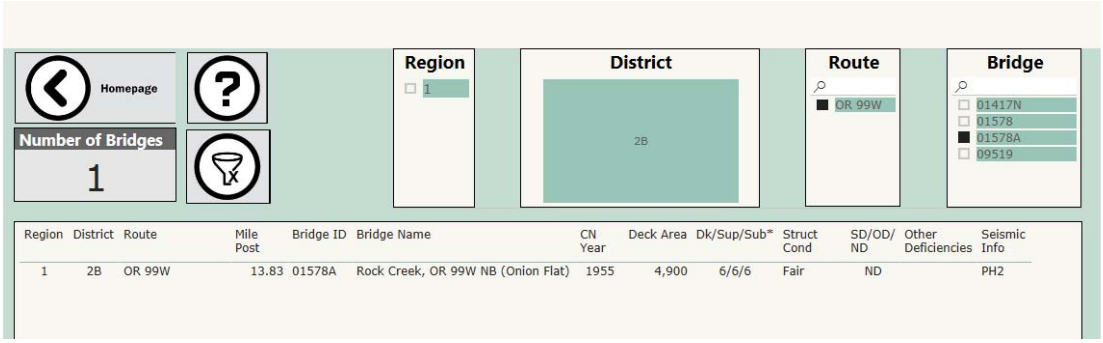
Mileposts	Length	Route	Highway	ACT	County(s)
13.82 to 13.84	0.02	OR-99W	PACIFIC HWY WEST	REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2021		
Total		$74,079.00			$689,105.00		$763,184.00
Fund 1		Z001 $66,471.09			Z001 $618,333.92		
Match		$7,607.91			$70,771.08		

Footnote:

Performance Measurements Summary Identification				
Asset Management – BRIDGE	**Yes**	**No**	**N/A**	**Note**
Bridge Name: Rock Creek, OR 99W NB (Onion Flat) Bridge number: 01578A Bridge Hwy: OR 99W MP Begin and End: at 13.83				
• Is the bridge structural condition identified in GOOD or VERY GOOD Condition?		X		
• Is the bridge structural condition identified in FAIR condition?	X			
• Is the bridge structural condition identified in POOR or VERY POOR condition?		X		



Region	District	Route	Mile Post	Bridge ID	Bridge Name	CN Year	Deck Area	Dk/Sup/Sub*	Struct Cond	SD/OD/ ND	Other Deficiencies	Seismic Info
1	2B	OR 99W	13.83	01578A	Rock Creek, OR 99W NB (Onion Flat)	1955	4,900	6/6/6	Fair	ND		PH2

OR99W: Rock Creek Bridge

ODOT - Washington County

21712

Project 9:	**Hawthorne Bridge Ramp to OR99E (Portland) (ADVANCING NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21882**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Design for future replacement of the bridge driving surface and repair of the joints on the east and west approaches to repair vehicle damage (Bridge #02757A) • Source: New Project • Funding: Federal Advance Construction being used as a placeholder for initial programming purposes. Federal Surface transportation Block Grant funds (STBG-State) allocated to ODOT for the construction phase. • Project Type: Bridge reconstruction/repair, non-capacity exempt project type • Project Location: In Portland at the Hawthorne Bridge east on the approach ramps • Cross Street Limits: From the Hawthorne bridge at the Willamette River eastbound on Hawthorne Blvd and SE Madison Street (Bridge approach ramps) to Grand Ave • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: 18-21-3630 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment advances the Preliminary Engineering (PE) phase from the new draft 2021-24 STIP forward into the current 2018-2021 STIP and MTIP into FY 2020. This will enable the PE phase to obligate its funds and be implemented before the end of FY 2020. Key 21882 as proposed in the 2021-24 STIP where the PE phase is being advanced from FY 2021 to FY 2020 as part of the March 2020 Formal MTIP Amendment.		
Additional Details:	The construction phase is planned for FY 2022.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP and requires a full/formal amendment.		

Name: Hawthorne Bridge Ramp to OR99E (Portland) Key: 21882

Description Replace the bridge driving surface and repair the joints on the east and west approaches to repair vehicle damage. Region: 1

MPO: Portland Metro MPO Work Type: Bridge

Applicant: MULTNOMAH COUNTY Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2021			2022		
Total		$1,620,457.00			$7,933,533.00		$9,553,990.00
Fund 1		Z240 $1,454,036.07			Z240 $7,118,759.16		
Match		$166,420.93			$814,773.84		

Footnote:

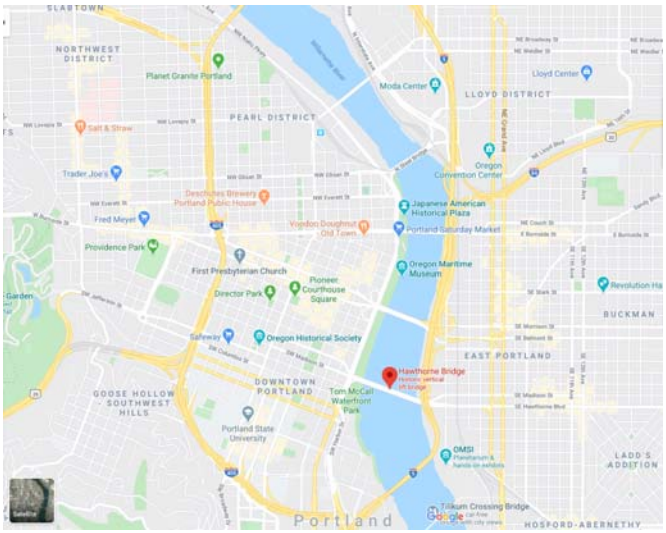
Total Programmed Amount:	The advancement of the PE phase into FY 2020 totals $1,620,457. The total estimate project cost is $9,553,990
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the ROW phase into FY 2020. Approval occurred during their January 2020 meeting.

Hawthorne Bridge Ramp to OR99E (Portland)

Multnomah County

21882

80



SE Haven Avenue
Google

Project 10:	**TriMet Operator Safety and Rider Awareness (NEW PROJECT)**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**TBD**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary) • Source: New Discretionary FTA 5312 grant award • Funding: o Federal Transit Administration's (FTA) Section 5312, Public Transportation Innovation funds o Grant award is from FTA's Human Trafficking Awareness and Public Safety Initiative, Crime Prevention and Public Safety Awareness category • Project Type: Transit/Educational • Location: MPO region-wide • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds TriMet's FTA Section 5312 discretionary grant to the MTIP. The $151,052 FTA Section 5312 grant is one of 24 awarded totaling $5.4 million from the 2019 Human Trafficking Awareness & Public Safety Initiative Grant program. The grant award is from the Crime Prevention and Public Safety Awareness category. The Crime Prevention and Public Safety Awareness projects are funded through the Technical Assistance and Workforce Development Program with the goal of developing and disseminating technical assistance materials supporting public safety awareness campaigns addressing public safety in transit systems, including crime prevention, human trafficking, and operator assault. TriMet's grant award will disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. Thirteen digital displays will be installed at key transit centers in order to engage in a coordinated educational outreach campaign.		

	The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.
Additional Details:	Because the awarded grant funds are federal funds and directly support transportation system, improvements, FTA requires the funds programmed in the MTIP and STIP as an obligation approval requirement before TriMet can receive approval to start expending the funds from their grant approval request (as submitted through FTA's Transit Award Management system (TrAMS)
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 amendment
Total Programmed Amount:	The total discretionary federal 5312 award is $151,052 with a local match requirements of 57,763. There is no overmatch included. The federal to local match ration for this project is unique and has a federal and set at 72.34% with a local match requirement of 27.66%
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required to add and advance the funds to FY 2020. Approval occurred during their January 2020 meeting. Also: See Attachment 3 FTA Human Trafficking Awareness and Public Safety Initiative Fact Sheet for additional program details

Human Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreement Selections

State	Project Sponsor	Project Description	Grant Amount
OR	Tri-County Metropolitan Transportation	The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will receive funding to develop and	$151,052 Submit Fee

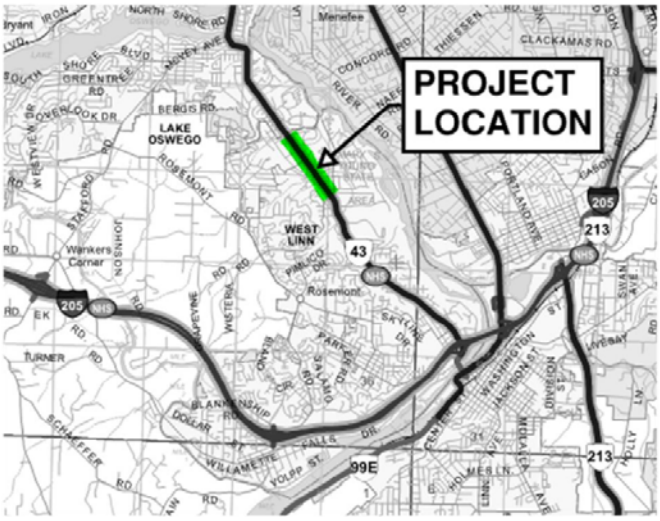
s://www.transit.dot.gov/regulations-and-programs/safety/human-trafficking-awareness-...
nan Trafficking Awareness & Public Safety Initiative Grant and Cooperative Agreem... F

State	Project Sponsor	Project Description	Grant Amount
	District of Oregon (Tri-Met)	disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.	

Project 11:	~~**OR43: Arbor Dr - Hidden Springs Rd**~~ **OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)**		
Lead Agency:	**West Linn**		
ODOT Key Number:	**20329**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oaks. Install a new traffic signal at OR43 and Hidden Springs connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. • Source: Existing Project • Funding: • Project Type: Active Transportation, Bikeped improvement. Note: This is a combined project with ODOT's OR43 improvement project as well. • Location: On OR 43 in West Linn • Cross Street Limits: Marylhurst Drive to Hidden Springs • Overall Mile Post Limits: 8.43 to 8.90 (0.47 miles) • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-0962 • MTIP Amendment Number: MR20-09-MAR		
What is changing?	**AMENDMENT ACTION: SCOPE CHANGE** The formal amendment completes a major scope to the project. The project name, description, and limits are updated as a result. Upon review of the project scope elements, project design and construction phases were identified as insufficiently funded. Once the funding shortfall was identified, Metro, West Linn, and ODOT reviewed the project scope and evaluated what scope adjustments could occur based on the available budget. Since the project also included Congestion Air Quality (CMAQ) funding, any and all proposed scope changes were reviewed and approved by the State CMAQ Manager. After the evaluation and advanced scoping efforts, the project will move forward with constructing only the southern portion of the project (Hidden Springs to Cedar Oaks) and the Marylhurst intersection. The total project funding of $6.1M is being redistributed between phases to allow for complete design and construction of the revised project limits. A Utility Relocation (UR) phase also has been added to the project as part of the scope adjustment.		
Additional Details:	As federal funds were shifted backwards to PE, a construction phase update was provided to ensure pulling funds from the construction phase could occur without short funding the construction phase.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, completing a major scope change to a project requires a formal amendment		
Total Programmed Amount:	The total project cost remains programmed at $6,118,203		

Added Notes:	The project scope change required a CMAQ Air Quality Emission Reduction report to be completed. The summary report is included in Attachment 4 to the Staff Report

Vicinity Map



Phase 1 Project Location

CMAQ On-Road Mobil Source Emission Targets	Yes	No	kg/day	Note
• Does the project include CMAQ funding?	X			As part of the scope change evaluation, an Air Quality Emission Reduction report was completed providing support and justification for the scope change and to keep CMAQ funds committed to the project
• Was an Emission Reduction Analysis (ERA) completed and approved?	X			
• Does the ERA include PM 2.5 reductions?		X	N/A	
• Does the ERA include PM 10 reductions?		X	N/A	
• Does the ERA include Volatile Organic Compound (VOC) reductions	X		.006	
• Does the ERA include carbon monoxide (CO) reductions?	X		.246	
• Does the ERA include CO2 reductions		X	N/A	
• Does the ERA include nitrogen oxides (NOx) reductions?	X		.014	
Note: The Emission Reduction Analysis data is normally sourced from Metro's approved CMAQ air quality Emission Reduction Analysis Summary Report completed for each MTIP Update or when CMAQ is awarded to the project unless otherwise noted above for the project.				

Particulate Matter (PM) : PM stands for **particulate matter** (also called particle pollution) and is a term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope:

- Particulate Matter 2.5: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. How small is 2.5 micrometers? Think about a single hair from your head. The average human hair is about 70 micrometers in diameter – making it 30 times larger than the largest fine particle.

- Particulate Matter 10: PM10 are inhalable particles, with diameters that are generally 10 micrometers and smaller.

Volatile Organic Compounds (VOC): **VOCs** are compounds that easily become vapors or gases. **VOCs** are released from burning fuel such as gasoline, wood, coal, or natural gas. They are also released from many consumer products: Cigarettes. Solvents.

Carbon monoxide: (CO): **Carbon monoxide** is a colorless, odorless gas that can be harmful when inhaled in large amounts. CO is released when something is burned. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels.

Carbon dioxide (CO2): **Carbon dioxide** is a chemical compound composed of one carbon and two oxygen atoms. It is often referred to by its formula **CO2**. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas. Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and other biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement

Nitrogen Oxides (NOx): **Nitrogen oxides** are a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. NOx pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines

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.

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

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

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

- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
    - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
    - 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 March 2020 Formal MTIP amendment (MR20-09-MAR) will include the following:

Action	Target Date
Initiate the required 30-day public notification process…….	February 27, 2020
TPAC notification and approval recommendation…….….	March 6, 2020
JPACT approval and recommendation to Council……	March 19, 2020
Completion of public notification process……..	March 27, 2020
Metro Council approval……..	**April 2, 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:

Action	Target Date
Amendment bundle submission to ODOT for review……..	April 7, 2020
Submission of the final amendment package to USDOT……..	April 7, 2020
ODOT clarification and approval……..	Late April, 2020
USDOT clarification and final amendment approval……..	Early May 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 20-5082 consisting of the eleven identified projects impacting ODOT, TriMet, and West Linn with final approval from USDOT which will allow the 2018-21 MTIP to be amended and updated.

Prior Approvals:

- TPAC approval recommendation: March 6, 2020
- JPACT approval: March 19, 2020

Attachments:

1. Key 21610 Rockfall Mitigation Study Flyer
2. FTA Human Trafficking Awareness and Public Safety Initiative Fact Sheet
3. Key 20329 – West Linn OR 43 CMAQ Air Quality Emission Reduction Report

Portland Metro and Surrounding Areas Rockfall Mitigation (Study Only)

ODOT - Various Counties

21610

Project Description

Study to identify rockfall risks and hazardous trees in danger of falling onto the roadway, develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties.

Purpose And Need

Several areas in the region are at risk of rockfall hazards due to weather, geological conditions and other environmental factors. This project will help identify locations for future projects by assessing existing conditions and creating an inventory of needs that can be prioritized.

Proposed Solutions

- Investigate rockfall and hazardous tree potential at various sites in the region and identify future projects.
- Develop a plan to address the most urgent needs for rockfall mitigation.

Anticipated Benefits

- Increased knowledge of the region's rockfall and hazardous tree potential, a plan for addressing the most urgent concerns and identification of future work leading to increased safety.

Funding

Operations	$250,000
Estimated Total Cost	**$250,000**

An example of rock scaling work to reduce the risk of rocks falling on a roadway.

Oregon Department of Transportation

Human Trafficking Awareness and Public Safety Initiative

Fact Sheet

U.S. Department of Transportation
Federal Transit Administration

PUT THE BRAKES ON | HUMAN TRAFFICKING®
CALL 888.3737.888 OR TEXT BEFREE

Human Trafficking

Human Trafficking is a crime involving the exploitation of someone for the purposes of compelled labor or a commercial sex act through the use of force, fraud, or coercion. Where a person younger than 18 is induced to perform a commercial sex act, it is a crime regardless of whether there is any force, fraud, or coercion. Victims can be anyone from around the world or right next door: women and men, adults and children, citizens and noncitizens alike.

Human trafficking is a modern form of slavery with nearly 25 million victims worldwide, including in the United States. Traffickers use all modes of transportation to conduct their activities and often use public transit because it is low cost, has greater anonymity in ticket buying, and less direct interaction with government or transit officials.

The Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative is a public safety initiative that supports the Department of Transportation's (DOT) Transportation Leaders Against Human Trafficking initiative through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. The initiative aims to maximize the transit industry's collective impact on human trafficking and other safety concerns.

Funding Opportunities

FTA will make available $4 million in competitive funding for two initiatives.

Crime Prevention and Public Safety Awareness

$2 million: Crime Prevention and Public Safety Awareness projects, funded through the Technical Assistance and Workforce Development Program, will develop and disseminate technical assistance materials supporting public safety awareness campaigns addressing public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Eligibility

Eligible applicants for awards are national non-profit organizations. Organizations must have crime prevention experience, the capacity to provide public transportation-related technical assistance and the ability to deliver a national public awareness campaign.

Selection Criteria

Proposals will be evaluated by a review team based on the following criteria: 1) ability to meet the goal of the Crime Prevention and Public Safety Awareness project;
2) qualifications of key personnel, experience and knowledge;
3) communication, technical assistance and outreach strategy;
4) research and demonstration capacity; and 5) management approach.

Human Trafficking Awareness and Public Safety Initiative Fact Sheet

U.S. Department of Transportation
Federal Transit Administration

Funding Opportunities

Innovations in Transit Public Safety

$2 million: Innovations in Transit Public Safety projects funded through the Public Transportation Innovation Program, transit agencies with identifying and adopting measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Eligibility

Eligible applicants for awards are limited to State and local governmental entities; providers of public transportation; non-profit organizations; or a consortium of entities, including a provider of public transportation, that will share the costs, risks, and rewards of early deployment and demonstration of innovation.

Selection Criteria

FTA will evaluate proposals according to the following criteria: (a) demonstration of need; (b) demonstration of benefits; (c) coordination, planning and partnerships; (d) local financial commitment; (e) project readiness; and (f) technical, legal and financial capacity.

To report a human trafficking tip, call the National Human Trafficking Hotline at 1-888-3737-888 or text "info" or "help" to BEFREE (233733).

How to Apply

Prospective applicants must register for the funding opportunities. Applicants must submit completed proposals electronically for funding opportunity FTA-2019-006-TSO and/or FTA-2019-007-TSO by Tuesday, May 28, 2019 at 11:59 PM ET.

Review the application instructions for additional information on the grant application process.

For more information see links to the Notices of Funding Opportunity: Crime Prevention and Public Safety Awareness and Innovations in Transit Public Safety.

Webinars

FTA will host informational webinars on April 8 and April 16 at 2:00 PM ET to discuss both funding opportunities and answer questions. Registration for the webinar is required. The webinar recordings and presentations will be posted online after each webinar.

Contact

For more information, please email: FTAPublicSafety@dot.gov.

INSTRUCTIONS
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)
ODOT CMAQ Guidelines

PROJECT INFORMATION			
Project Title	Highway 43 Multimodal Transportation Project		
MPO (if Applicable)	Metro	STIP #	20329
Agency (applicant)	City of West Linn		
Address	22500 Salamo Road, West Linn, Oregon 97068		
Primary Contact	Lance Calvert		
Telephone	503-722-3424	Public-Private Partnership? Y/N	N
Email			
Responsible Agency	ODOT		
Project Location (City)	City of West Linn		
Project Delivery	Certified Agency____ SFLP (non MPO)____ ODOT Delivered: X		

PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
	Public Transportation Improvements		Traffic Flow Improvements for Congestion Reduction
	Transp. Options Strategies		Vehicle and Fuel Efficiency Efforts
X	Pedestrian/Bicycle Infrastructure		Road Dust Mitigation (PM10 areas only)
	ITS for Congestion Reduction	X	Project is a TCM
Infrastructure project is on a: _X_Roadway, ____Bikeway or Sidewalk, ____Transit, ____Other			
Non-Infrastructure Project includes: ____Operating Assistance, ____Outreach/Education			

PROJECT LOCATION	
Street(s) Name (or Nearest Street): OR43	Functional Class: Major Arterial
Cross Streets, Termini: Hidden Springs Road and Cedar Oaks Road	Total Linear Feet: 1,623

DETAILED COST ESTIMATE / SCHEDULE

[Provide cost, including match, for eligible components. **Use additional sheets for detailed estimate**]

Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	**Total**
Project Development						
Design/ Engineering	FFY 2018	$600,000		$968,203		$1,568,203
Right of Way	FFY 2021			$300,000		$300,000
Construction	FFY 2022	$500,000	$3,000,000	$650,000		$4,150,000
Operating Assistance (if applicable)						
Other – Utility Relocation	FFY 2022			$100,000		$100,000
Totals		$1,100,000	$3,000,000	$2,018,203		$6,118,203

Duration of Project Funding (Years): 4-5 years Expected first year of billing: 2018

Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds

CMAQ funding is one of several funds contributing to the financial plan for the project. The majority of the project is being funded with local funds and State STBG contributed through the 2018-2021 STIP allocation for Region 1. CMAQ funds are contributed towards the separated bicycle path and sidewalk components which exceeds the $3 million allocated.

PROJECT NARRATIVE

This project will enhance bike and pedestrian mobility and transit access along State Highway 43 (OR 43) near the southern city limits for the City of West Linn. The project will construct new sidewalks and separated bike path on both the north and south sides between Hidden Springs and Cedar Oaks. To promote a better pedestrian and bicycle environment, the project will install a new signal at Hidden Springs, remove a signal at Cedar Oaks, and changing that intersection to right-in/right-out plus southbound left in. Lastly a new signal at Marylhurst, with update the sidewalk with ADA ramps at each corner.

EMISSIONS REDUCTIONS

Metro's uses well studied off-model assessments to estimate emissions benefits and reductions from bicycle and pedestrian investments. The two main analytical methods used are: 1) the Benefit-Cost Analysis of Bicycle Facilities; and 2) the Goldsmith methodology. Used in previous CMAQ emissions reduction benefits analyses as well as part of the transportation control measures analysis for the Portland metropolitan area State Implementation Plans (SIP) for carbon monoxide and ozone, the combined methods determine the rate of usage and trips shifted as a result of building and improving active transportation facilities.

The Benefit-Cost Analysis method helps to estimate new bicycle riders to utilize a new facility. The method estimates the new bicycle commuters that will use the facility in opening year based on different factors such as current bicycling commuter cycling rate in the metro region, land use density near the project, etc. With an understanding of the new bicycle commuters to use a newly opened facility, the Goldsmith methodology estimates the number of the new bicycle commuters that made the switch from single occupancy vehicles and thus reduce emissions in doing so. The Goldsmith methodology uses survey and population data to estimate induced demand of constructing bicycle facilities.

Once there is an estimate of trips diverted from single occupancy vehicle driving to bicycling on the newly opened facility, information from the 2011 Oregon Household Activity Survey for the Portland-metro region applied to emissions factors produced by MOVES2014a determine the estimated emissions reductions and air benefit of the project.

In applying this off model analysis, the results shows the Highway 43 Multimodal project will produce the emissions reduction benefit as listed. This is similar and in line with previous active transportation infrastructure projects with similar characteristics funded with CMAQ.

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

VOC	.006	CO	.246
NOx	.014	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Permanent/ 1 Years		

SUPPORTING INFORMATION

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

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

SUBMISSION			
Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	January 13, 2020
	Name and Title		
Submit Completed Application to:			
E-mail: CMAQ@odot.state.or.us | Subject Line: CMAQ [Agency Name] Application [Year]			

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