

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 4, 2021
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: October 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5205 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD APPROXIMATELY 13 PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND THPRD ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN MOVE FORWARD (OC22-01-OCT)

BACKGROUND

What This Is:

The October 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5205 and being processed under MTIP Amendment OC22-01-OCT. The bundle contains a total of 13 project amendments.

What is the requested action?

TPAC received their official notification on October 1, 2021 and provided their approval recommendation to JPACT to approve Resolution 21-5205, and requests JPACT provide an approval recommendation to Metro Council for the amendment bundle consisting of thirteen new or amended projects which impacts Metro, ODOT, Portland, and THPRD.

Proposed October 2021 (FFY 2022) Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: OC22-01-OCT					
Total Number of Projects: 13					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Category: Metro Awarded Transportation Systems Management and Operations (TSMO) projects					
Project #1 Key 20885	70875	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)	SPLIT FUNDS: Split and reduce STBG-U funds by \$846,333 and commit to Portland's new awarded TSMO projects also part of this amendment bundle (projects #2 and #3 that follow)

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key New TBD	New TBD	Portland	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave	Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will provide traffic signal controller improvements at locations on Holgate Blvd and 92 nd Ave
Project #3 Key New TBD	New TBD	Portland	Portland Traffic Signal Performance Measures Development & Eval	Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project which will develop and evaluate traffic signal performance measurements
Category: Project Planning/Studies					
Project #4 Key New TBD	New TBD	Metro	Tualatin Valley Hwy Transit & Development Project	Complete corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new OR8 corridor study that includes a FTA HOPE grant.
Project #5 Key 22475	New TBD	THPRD	Westside Trail Project Refinement	Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail.	<u>ADD NEW PROJECT</u> The formal amendment adds the new Oregon Community Paths Program FY 2021-24 Awarded project to Tualatin Hills Parks and Recreation District (ODOT managed program)
Category: ODOT Projects					
Project #6 Key 22435	New TBD	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make State Highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP.
Project #7 Key 22468 NEW	New TBD	ODOT	US30BY curb ramps group A: N Greeley Ave - I-5 (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP

Project #8 Key 22469 NEW	New TBD	ODOT	OR99E curb ramps group A: SE Woodward St - Oregon City	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E to reduce mobility barriers and make state highways more accessible to disabled persons	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #9 Key 22470 New	New TBD	ODOT	OR10 curb ramps group A: SW 198th Ave – SW Kinnaman Rd	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR10 to reduce mobility barriers and make state highways more accessible to disabled persons.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP
Project #10 Key 22440 New	New TBD	ODOT	NW 112th Street and PNWR rail crossing upgrades	Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.	<u>ADD NEW PROJECT:</u> The formal amendment adds a new rail safety improvement project for ODOT
Project #11 Key 18794	70766	ODOT	OR8: SW Short Ave – SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave	Safety upgrades to install larger signal heads reflective backboards pedestrian countdown signals and left turn phasing where feasible Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110th Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.	<u>COMBINED PROJECT:</u> The formal amendment combines a prior obligated construction phase from Key 18839 into Key 18794 for increased delivery efficiencies as a single project
Project #12 Key 21779	71198	ODOT	US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse.	<u>SPLIT/CANCEL PROJECT:</u> The formal amendment splits the scope and funding and combines it into Key 21128 – also included in this amendment bundle. As a result Key 21779 is zero programmed
Project #13 Key 21128 New	71024	ODOT	US30: CORRIDOR (MP 9.08 TO 17.68) US30: Watson Rd - Hoge Ave	New Combined Project Description: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.	<u>ADD AND COMBINE PROJECT:</u> The formal amendment re-adds Key 21128 into the 2021-26 MTIP and includes combining the scope and funding from Key 21779

AMENDMENT BUNDLE SUMMARY:Transportation Policy Alternatives Committee (TPAC) Summary Update:

TPAC received their notification and overview of the October Formal MTIP Amendment under Resolution 21-5205 on October 1, 2021. TPAC members were provided an opportunity for comment and discussion. TPAC members raised no negative observations or issues with any of the projects in the amendment bundle. TPAC vetoed unanimously to recommended approval to JPACT to approve the October 2021 Formal MTIP Amendment under Resolution 21-5205.

The October 2021 (FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 13 projects. Composition of the amendment includes the following:

- Ten projects are being added or re-added to the MTIP for various reasons.
- Two of the new projects are Metro TSMO awarded projects
- Two new projects are planning/project development studies
- Four projects involve the construction of ADA compliant curbs and ramps
- Two projects are being combine using project scope and funds from previously obligated projects from the prior MTIP for increased delivery efficiencies

Coming Amendment Attractions for November:

In addition to the regular amendment bundle of projects, the November 2021 Formal Amendment is expected to include two large projects which will be submitted independently with their own resolution number. These project include

- 82nd Ave safety improvements project for Portland which is funded with \$80 million of American Relief Plan Act of 2021 funds
- Interstate 5 Bridge Replacement project for ODOT which will add \$36 million of funds supporting Preliminary Engineering for this bi-state improvement project. A preview from ODOT is included as part of the October 2021 TPAC agenda.

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

- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- Cons = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- FTA = Federal Transit Administration
- HOPE = FTA "Helping Obtain Prosperity for Everyone" discretionary grant program
- HSIP = Federal Highway Safety Improvement Program funds
- ITS = Intelligent Transportation System
- LAL = ODOT Local Agency Liaison staff member
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- NHPP = Federal National Highway Performance Program funds appropriated to ODOT
- ODOT = Oregon Department of Transportation
- PE = Preliminary Engineering


- ROW/RW = Right of Way phase
- TIFIA = 2015 Redistribution of federal funds action allocated to ODOT
- TrAMS = FTA's Transit Award Management System
- TSMO = Transportation Systems Management and Operations
- STBG-U = A federal programmatic fund type code. STBG-U funds are appropriated to ODOT with a portion via formula

Projects 1: Transportation System Mgmt Operations/ITS (2020)	
Lead Agency:	Metro
ODOT Key Number:	20885 MTIP ID Number: 70875
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment splits \$846,333 of Metro STBG-U and commits them to the two new Portland TSMO projects being programmed as part of this amendment bundle. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 20885 is a project grouping bucket (PGB) containing annual RFFA Step 1 allocated funding supporting Metro's TSMO program. Metro completes periodic discretionary TSMO funding calls. When the awarded project is ready for MTIP and STIP programming, the awarded are split from the TSMO bucket (Key 20885) and committed to the new approved TSMO projects. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Split \$846,333 from Key 20885 and commit to the two new Portland's TSMO projects. The STBG funds will be committed as follows: <ul style="list-style-type: none"> ○ Traffic Signal Communications: \$227,196 of STBG plus match ○ Regional Traffic Signal System Performance Measures: \$619,137 of STBG plus match ○ Note: STBG = Federal Surface Transportation Block Grant funds • <u>Funding:</u> The funding for the TSMO project grouping bucket originates from the Regional Flexible Fund Allocation (RFFA) Step 1 annual allocation process • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: N/A – The TSMO PGB awards projects on a regional basis ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed.

	<ul style="list-style-type: none">• <u>Air Conformity/Capacity Status:</u> Key 20885 is a project non capacity enhancing project grouping bucket. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects.• <u>Regional Significance Status:</u> Not applicable• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: TBD○ MTIP Amendment Number: OC22-01-OCT○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for November 4, 2021.																																																												
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>Key 20885 is a project grouping bucket (PGB) containing annual RFFA Step 1 allocated funding supporting Metro’s TSMO program. Metro completes periodic discretionary TSMO funding calls. The awarded TSMO projects then complete required Pre-NEPA scoping actions to ensure delivery delays and obstacles are minimized. TSMO/ITS projects do not fit into the normal federal transportation delivery process. They often require additional time for scoping and to develop delivery steps. Once the order and requirements supporting concept of operations (ConOps), PE, Construction, and post construction/system test and evaluation requirements are understood, the project moves forward to be programmed in the MTIP and STIP. This helps minimize delivery delays and negative impacts to Metro’s annual obligation targets.</p> <p>Both newly awarded Portland TSMO projects have sufficiently completed a scope of work and are now ready for MTIP and STIP programming. Both are included as part of this amendment bundle.</p>																																																												
Additional Details:	<p>Key 20885 was moved out to FFY 2025 to avoid conflicts with the annual obligation targets. As Metro awards TSMO funds for ITS improvements, the funds are then committed to the awarded project and advanced to the applicable obligation year.</p> <table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Metro</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Transportation System Mgmt Operations/ITS (2020)</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>20885</td><td colspan="4" rowspan="3">Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)</td><td rowspan="3">Transportation System Management Operations</td></tr><tr><td>MTIP ID</td><td>70875</td></tr><tr><td>RTP ID</td><td>11104</td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Other</td><td>2025</td><td>STBG-URBAN</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr><tr><td colspan="3">FY 21-26 Totals</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr><tr><td colspan="3">Estimated Project Cost (YOE\$)</td><td>\$1,510,851</td><td>\$172,924</td><td>\$0</td><td>\$1,683,775</td></tr></table>	LEAD AGENCY		Metro					PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)					Project IDs		Project Description				Project Type	ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)				Transportation System Management Operations	MTIP ID	70875	RTP ID	11104	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2025	STBG-URBAN	\$1,510,851	\$172,924	\$0	\$1,683,775	FY 21-26 Totals			\$1,510,851	\$172,924	\$0	\$1,683,775	Estimated Project Cost (YOE\$)			\$1,510,851	\$172,924	\$0	\$1,683,775
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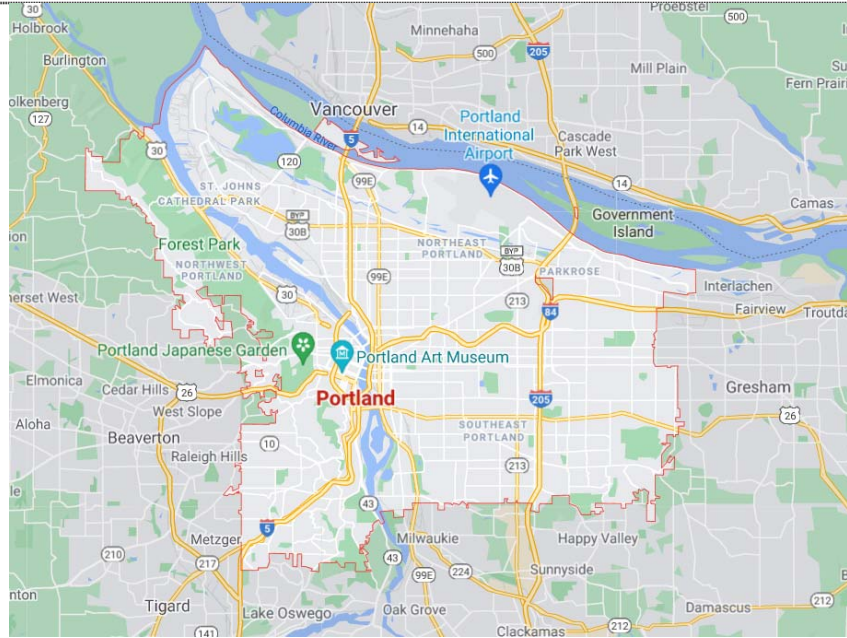
Why a Formal amendment is required?	Adding Portland's new TSMO projects requires a formal amendment. The action to split the funds from Key 20885 directly supports this action and is considered tied to the formal amendment for Portland's new TSMO projects.
Total Programmed Amount:	Key 20885 decreases in programmed STBG and matching funds from a total of \$1,683,775 to \$740,575
Added Notes:	

Project 2	Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave (New Project)		
Lead Agency:	Portland		
ODOT Key Number:	New - TBD	MTIP ID Number:	New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the new Metro awarded TSMO project for Portland. The TSMO award is \$227,196 of federal Surface Transportation Block Grant (STBG) plus match and originate from Key 20885. The project will provide signal communication improvements for up to seven locations on Holgate Blvd and 92nd Ave. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists • <u>Source:</u> New project. • <u>Amendment Action:</u> Add new Metro awarded TSMO project. • <u>Funding:</u> The funding originates from the Metro 2019-21 TSMO project funding call. The awarded funds are federal STBG allocated through Metro and are identified by the programmatic fund type code of STBG-U. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On Holgate Blvd and 92nd Ave near I-205 ○ Cross Street Limits: <ul style="list-style-type: none"> ▪ On Holgate Blvd: Approximately SE 72nd Ave east to 112th Ave ▪ On 92nd Ave: Approximately SE Harold St north to SE 91st Pl ○ Overall Mile Post Limits: N/A 		

	 <ul style="list-style-type: none"> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> Yes. The project is considered regionally significant as it has federal funds and is located on a Regional Bikeway defined arterial in the Metro Bicycle modeling network and a Pedestrian Parkway (Holgate Blvd portion) in the Metro Pedestrian modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Metro TSMO awarded project to the 2021-26 MTIP. STBG funding originates from the TSMO project grouping bucket in Key 20885.</p>
Additional Details:	<p>This project is a foundational investment in traffic signal controller communication on two of our region's arterial streets, allowing us to address the region's equity, safety, climate, and congestion goals. Installing network communications to the two corridors, SE 92nd Ave and SE Holgate Blvd will help the region advance in the following areas:</p> <ul style="list-style-type: none"> • Make it easier to maintain the traffic signal timing, operations, and coordination from anywhere

	<ul style="list-style-type: none">• Improve the proactive nature of our work in regards to signal timing, operations, and maintenance to better serve our community• Build a foundation for advanced applications including:<ul style="list-style-type: none">○ Automated traffic signal performance measures (ATSPMs) that can help us identify and address operational and safety concerns.○ Next-Generation Transit Signal Priority (NextGen TSP) that can help us meet our climate goals.○ Other connected vehicle applications such as central emergency preemption.																				
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 federal award is \$227,196 plus a required local match of \$26,004 for a total programming amount of \$253,200.																				
Added Notes:	<div><div>Metro TSMO Funding Award Letter Summary</div><div><div><div><div><div><div></div><div>Metro</div><div>600 NE Grand Ave. Portland, OR 97232-2736</div></div></div><div>Memo</div><div>Date: Jan. 2, 2020 To: TPAC and Interested Parties From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner Subject: TSMO Sub-allocation for FFY19-21</div></div></div><div><div>Memo Purpose</div><div>Share TransPort’s Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).</div></div><div><div>Overview</div><div>TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.</div></div></div><table><thead><tr><th>Lead agency</th><th>Project name</th><th>Project type</th><th>TSMO Federal Portion</th></tr></thead><tbody><tr><td>City of Portland</td><td>Traffic Signal Communications</td><td>Data communications through fiber optics</td><td>\$227,196</td></tr><tr><td>City of Portland</td><td>Local Traffic Signal Controller Replacement</td><td>ATCs</td><td>\$840,435</td></tr><tr><td>City of Portland</td><td>Regional Traffic Signal System Performance Measures</td><td>Traffic Signal Performance Measures for Active Transportation</td><td>\$619,137</td></tr><tr><td>Clackamas County</td><td>Clackamas County Regional ATC controller & Signal Optimization Project</td><td>ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville</td><td>\$735,878</td></tr></tbody></table><div>The complete Metro award letter is included as Attachment 1</div></div>	Lead agency	Project name	Project type	TSMO Federal Portion	City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196	City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435	City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137	Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
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Project 3		Portland Traffic Signal Performance Measures Development & Eval (New Project)	
Lead Agency:	Portland		
ODOT Key Number:	New - TBD	MTIP ID Number:	New - TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment adds the new Metro awarded TSMO project for Portland. The TSMO award is \$619,137 of federal Surface Transportation Block Grant (STBG) plus required match and originates from Key 20885. The project will develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.<u>Metro UPWP Project:</u> No<u>Proposed improvements:</u> Across Portland, develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility, efficiency, and safety.<u>Source:</u> New project.<u>Amendment Action:</u> Add new TSMO awarded project to the MTIP<u>Funding:</u> The funding originates from the Metro 2019-21 TSMO project funding call. The awarded funds are federal STBG allocated through Metro and are identified by the programmatic fund type code of STBG-U.<u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none">Location: Across Portland (Portland region-wide)Cross Street Limits: N/AOverall Mile Post Limits: N/A		



- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects.
- Regional Significance Status: Yes. The project is considered regionally significant as it has federal funds and will impact locations in the Metro Motor Vehicle modeling network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for November 4, 2021.

AMENDMENT ACTION: ADD NEW PROJECT


What is changing?

The formal amendment adds the new Metro TSMO awarded project to the 2021-26 MTIP. STBG funding originates from the TSMO project grouping bucket in Key 20885. The project will focus on the development and evaluation of new required ATSPMs supporting traffic signal controllers which will then be used to create metrics that can help optimize operations and streamline maintenance to evaluate signal performance providing motorists improved mobility, efficiency, and safety.

Additional Details:

The project is comprised of a four-point delivery structure which includes:

- Planning:
 - Conduct a series of meetings to assess stakeholder needs (PBOT Signals and Street Lighting (SSL), ODOT, TriMet, etc.). Needs should be identified at the intersection, corridor, and district levels.
 - Evaluate the existing ATSPM system to identify gaps and determine system requirements to achieve stakeholder needs.
 - Determine if any metrics require additional data sources (e.g., probe data) or event codes.
 - Evaluate whether the new metrics will be programmed as additional reports or as an independent dashboard using the underlying database.
 - Develop use cases that describe what data (information) will be generated and what actions will be taken based on that information, who will take action, and how it will be further evaluated.
 - Assess applicability of the performance measures for improving operations.
- Development:
 - Identify data inputs (sources) that can be used for multimodal performance measurement.
 - Identify desired event codes and coordinate with the controller vendor to add. This list of event codes should be shared with the Enhanced Traffic Signal Performance Measures Pooled Fund Study that is updating event codes for all vendors.
 - Using available event codes cited in the Indiana Traffic Signal Hi Resolution Data Logger Enumerations and any added by the controller vendor, develop calculations for performance measures.
 - Program the calculations into visual charts using the selected coding method.
- Verification and Integration:
 - Configure signalized intersections with TSP, rail preemption, pedestrian detection, and/or bicycle detection into the ATSPM system at up to 10 intersections.
 - Locations should be selected in coordination with ongoing projects and technology installations.
- Deployment and Evaluation
 - Use the metrics to evaluate operations and safety of transit, pedestrians, and bicyclists at the available intersections.
 - Recommend adjustments that could improve conditions and help address the following:
 - Are there signal timing adjustments that would optimize TSP?

	<ul style="list-style-type: none"> Are there signal timing adjustments that would optimize operations before/during preemption? Should signal timing strategies be considered to separate pedestrians from other modes (i.e. protected turns, LPIs, etc.)? Should signal timing strategies be considered to separate bicyclists from other modes (i.e. protected turns, LBIs, etc.)? Are there signal timing adjustments that would reduce variability in speeds? 																				
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 federal award is \$619,136 plus a required local match of \$70,863 for a total programming amount of \$690,000																				
Added Notes:	<p>The Metro TSMO Funding Award Letter Summary is shown on the next page. The complete award letter is included as Attachment 1</p> <div style="text-align: right;">  Metro 600 NE Grand Ave. Portland, OR 97232-2736 </div> <h3 style="text-align: center;">Memo</h3> <p>Date: Jan. 2, 2020 To: TPAC and Interested Parties From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner Subject: TSMO Sub-allocation for FFY19-21</p> <hr/> <p>Memo Purpose Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).</p> <p>Overview TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d3d3d3;">Lead agency</th><th style="background-color: #d3d3d3;">Project name</th><th style="background-color: #d3d3d3;">Project type</th><th style="background-color: #ffd700;">TSMO Federal Portion</th></tr> </thead> <tbody> <tr> <td>City of Portland</td><td>Traffic Signal Communications</td><td>Data communications through fiber optics</td><td>\$227,196</td></tr> <tr> <td>City of Portland</td><td>Local Traffic Signal Controller Replacement</td><td>ATCs</td><td>\$840,435</td></tr> <tr style="border: 2px solid red;"> <td>City of Portland</td><td>Regional Traffic Signal System Performance Measures</td><td>Traffic Signal Performance Measures for Active Transportation</td><td>\$619,137</td></tr> <tr> <td>Clackamas County</td><td>Clackamas County Regional ATC controller & Signal Optimization Project</td><td>ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville</td><td>\$735,878</td></tr> </tbody> </table>	Lead agency	Project name	Project type	TSMO Federal Portion	City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196	City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435	City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137	Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
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Project 4	Tualatin Valley Hwy Transit & Development Project (New Project)		
Lead Agency:	Metro		
ODOT Key Number:	New TBD	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The formal amendment adds the new planning project to the MTIP which will lead to the development of a preferred alignment for future construction of pedestrian improvements along the OR8 corridor. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> The planning is intended to be a two-year study through the OR8 corridor between Beaverton and Forest Grove in Washington County and will complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new project to the 2021-26 MTIP enabling it to move forward and obtain its FTA Transit Award Management System (TrAMS) grant approval for the awarded FTA HOP • <u>Funding:</u> The funding for the project consists of federal Metro allocated STBG funds from the UPWP program totaling \$690,918, and a FTA Helping Obtain Prosperity for Everyone (HOPE) discretionary grant totaling \$850,000. Local matching and overmatching funds from Metro and Washington County have been committed as well. Including local funds, the total project funding commitment totals \$2,523,723 supporting the two-year study. • <u>FTA Conversion Code:</u> 5307 for the STBG funds. The STBG funds will require flex-transfer to FTA. Note: The HOPE grant is being programmed using the "FTA Other" programmatic fund type code for the project. The project is expected to move through the FTA expenditure process and utilize the FTA Transit Award Management System (TrAMS) to obligate and expend the federal funds. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Along and through the OR8 Corridor from ○ Cross Street Limits: Approximately OR8/US26 in the east and then west through the OR8 corridor to OR47 in Forest Grove ○ Overall Mile Post Limits: Not stated 		



- **Current Status Code:** 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed.
- **Air Conformity/Capacity Status:**
The Tualatin Valley Hwy Transit & Development Project is a planning project and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies
- **Regional Significance Status:** Yes.as a planning project. The projects contains federal funds, impacts the State Highway System , focuses on a major corridor, and will support ongoing efforts to improve pedestrian travel modes and mobility improvements
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for November 4, 2021.

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT

The Tualatin Valley Hwy Transit & Development Project is an approved SFY 2022 Metro approved UPWP project. Because of the inclusion of FTA based federal funds via the HOPE grant the project will progress through the FTA expenditure approval process involving TrAMS. A flex transfer of the awarded STBG funds to FTA will be required.

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County

The project's first major task was to establish a steering committee that includes elected officials and community- based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern

	<p>For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.</p> <p>Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.</p>
Additional Details:	<p>Shown on the next page is a summary of the FTA HOPE grant for reference</p> <div data-bbox="503 877 1380 1045" data-label="Image"> </div> <p><u>Overview</u></p> <p>Rural transportation networks play a vital role in supporting our national economic vitality. In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty.</p> <p>HOPE supports planning, engineering and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. It will also support coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment. An area of persistent poverty is a county with 20% or more of the population living in poverty over the 30 years preceding the date of enactment of the Further Consolidated Appropriations Act, 2020, or December 20, 2019, as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates.</p> <p><u>Objectives</u></p> <p>The HOPE Program supports projects that will improve transit services or facilities in areas of persistent poverty through planning, engineering, or development of technical, or financing plans for projects.</p>

	<p>Applicants are encouraged to work with non-profits or other entities of their choosing to develop an eligible project.</p> <p>The HOPE Program is intended to help areas of persistent poverty:</p> <ul style="list-style-type: none"> • Reduce fatality rates on rural transportation infrastructure • Increase access to jobs and healthcare through enhanced transit options and improved facilities 		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO MTIP and STIP amendment Matrix, adding a new project to the MTIP requires a formal/full amendment		
Total Programmed Amount:	The programmed amount total for the project includes \$1,540,918 federal funds \$0 state funds, and \$982,805 of local funds for a total programmed amount of \$2,523,723		
Added Notes:	<p>Sub-attachments that follow include:</p> <ul style="list-style-type: none"> - FTA HOPE Grant award letter summary - Project Location exhibit 		
Project 5	Westside Trail Project Refinement (New Project – Project Development)		
Lead Agency:	Tualatin Hills Parks and Recreation District (THPRD)		
ODOT Key Number:	22475	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The formal amendment adds the ODOT awarded project from the 2021-24 Oregon Community Paths Program with a federal award of \$572,477 to THPRD to complete study/project development actions supporting trail sections #14-18 of the Western Train Master Plan. <p>Added note; the grant award is \$572,477 and not 527,477 as shown in the OTC grant award list. ODOT has corrected the discrepancy</p> <ul style="list-style-type: none"> • <u>Metro UPWP Project:</u> No. The primary scope of work appears to focus in project development Pre-NEPA/Pre PE phase requirements to enable the project to move directly forward into the PE phase after completion of the refinement study. This makes the project more of project development action which is not considered part of the UPWP. The ODOT Local Agency Liaison (LAL) will assess the scope of work and provide Metro with any required programming changes. • <u>Proposed improvements:</u> The planning project will complete a refinement study to lay the foundation for closing a critical 2.3 mile gap in the Westside Trail (SW Walker Rd and NW Kaiser Rd) in Washington County. The study will identify the preferred alignment and master plan for this portion of the trail. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new planning study to the 2021-26 MTIP. 		

- **Funding:**
The funding for the project was awarded funding from the ODOT 2021-24 Oregon Community Paths Program. The grant award is federal and is expected to be sourced from State Transportation Alternatives (TA).

Oregon Community Paths Program (Page 1 of 2)
Recommended Oregon Community Paths Projects for Approval

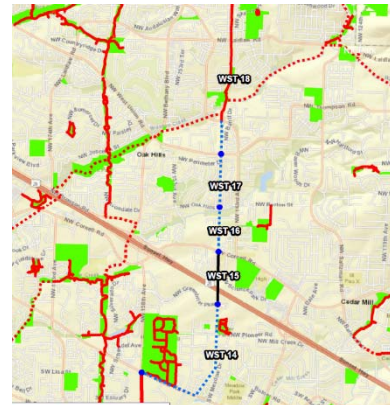
Project Priority	Applicant	Project Title	Project Type	Requested Funding	Funds requested	Local Match
1	Wasco County (NWCPRD)	Mill Creek Greenway	Construction	Federal	\$2,624,206	\$300,352
2	ASHLAND PARKS AND RECREATION COMMISSION	Kestrel Park Bridge - Bear Creek Greenway Extension	Construction	Federal	\$498,002	\$56,999
3	Astoria, City of	Riverwalk Trail Continuation of Lighting East for Increased Pedestrian Use and Safety	Construction	Federal	\$844,843	\$96,696
4	City of Tualatin	Tualatin River Greenway Trail Extension	Construction	MAT Fund	\$1,055,899	\$452,528
5	City of Hermiston	Belt Park Greenway Trail	Construction	Federal	\$266,498	\$30,502
6	City of Independence	South Willamette River Trail Refinement	Project Refinement	Federal	\$107,676	\$12,324
7	Tualatin Hills Park & Recreation District	Westside Trail Segments 14-18 Master Plan (Preferred Alignment)	Project Refinement	Federal	\$527,477	\$65,523
8	Salmonberry Trail Foundation/Bookeenoo Beach	Bookeenoo Beach	Construction	Federal	\$1,676,662	\$190,000

Grant award is \$572,477 and not 527,477

- **FTA Conversion Code:** N/A – Does not apply

- **Location, Limits and Mile Posts:**

- Location: In Washington County east of Hillsboro
- Cross Street Limits:
Approximately on NW Walker Rd at 185th Ave south of US26 and then north to NW Kaiser Rd connecting into Segment 18 of the Westside Trail
- Overall Mile Post Limits: Not applicable



- **Current Status Code:** 0 = No activity (for these program funds). The project activity status changes when the awarded project is programmed.

- **Air Conformity/Capacity Status:**

The Westside Trail Project Refinement project study is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. Some project development activities may be included as deemed are eligible under the Pre-NEPA, Pre-PE phase requirements (e.g. design up to 30%, development of preliminary cost assessments, etc.). The activities do not impact the exemption status.

- **Regional Significance Status:** Yes as a planning project to improve pedestrian travel modes and mobility improvements.

- **Amendment ID and Approval Estimates:**

- STIP Amendment Number: 21-24-0991
- MTIP Amendment Number: OC22-01-OCT

	<ul style="list-style-type: none"> ○ OTC approval required: Yes, May 2021. ○ Metro approval date: Tentatively scheduled for November 4, 2021.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the OTC approved project from the 2021-24 Oregon Community Paths Program. The grant award is \$572,477.</p> <p>The Westside Trail will be a 25-mile multi-use regional path that will connect communities from King City to Portland. Already almost 8 miles of the trail are complete in Tualatin Hills Park & Recreation District. THPRD is proposing a project refinement study that will lay the foundation for closing a critical 2.3-mile trail gap in a highly urbanized area. The proposed study will identify the preferred alignment and master plan for the remaining portions of Westside Trail Segments 14-18.</p>
Additional Details:	<p>Oregon's Community Paths (OCP) program is a new competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. Off-system facilities are multi-use paths or trails that serve a transportation function. Examples include a path along a greenway, on an old rail line, between housing developments or areas that are not otherwise within the public road right-of-way. These facilities provide high quality, safe and comfortable walking and biking within and between communities. The program is funded by both state and federal funding sources. OTC approved the recommended funding awards during their May 2021 meeting.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO MTIP and STIP amendment Matrix, adding a new project to the MTIP requires a formal/full amendment</p>
Total Programmed Amount:	<p>The programmed amount total for the project includes \$572,477 federal funds and a local match of \$65,523 of local funds for a total programmed amount of \$638,000.</p>
Added Notes:	<p>Included as attachment 2 is the OTC item staff report</p>

Oregon Community Paths Program (Page 1 of 2)
Recommended Oregon Community Paths Projects for Approval

Project Priority	Applicant	Project Title	Project Type	Requested Funding	Funds requested	Local Match
1	Wasco County (NWCPRD)	Mill Creek Greenway	Construction	Federal	\$2,624,206	\$300,352
2	ASHLAND PARKS AND RECREATION COMMISSION	Kestrel Park Bridge - Bear Creek Greenway Extension	Construction	Federal	\$498,002	\$56,999
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5	City of Hermiston	Belt Park Greenway Trail	Construction	Federal	\$266,498	\$30,502
6	City of Independence	South Willamette River Trail Refinement	Project Refinement	Federal	\$107,676	\$12,324
7	Tualatin Hills Park & Recreation District	Westside Trail Segments 14-18 Master Plan (Preferred Alignment)	Project Refinement	Federal	\$527,477 \$572,477	\$65,523
8	Salmonberry Trail Foundation/ Rockaway Beach	Rockaway Beach	Construction	Federal	\$1,576,556	\$180,444
9	City of Eugene	Eugene Berkeley Park Path	Construction	Federal	\$490,666	\$56,159
10	Corvallis, City of	Tunison Community Path	Project Refinement	Federal	\$497,104	\$56,896
11	Madras, City of	Juniper Hills to Madras East Trails Multiuse Connection Project	Construction	MAT Fund	\$168,000	\$72,000
12	City of Chiloquin	Chiloquin Community Safe and Healthy Connections	Construction	Federal	\$456,300	\$52,225
13	Washington County LU&T	Reedville Trail	Construction	MAT Fund	\$1,542,800	\$661,200
14	City of La Grande	City of La Grande Critical Link Project Refinement	Project Refinement	Federal	\$134,595	\$15,405
15	City of Ontario	Ontario North-South Connector	Project Refinement	Federal	\$67,298	\$7,703
16	Confederated Tribes of the Umatilla Indian Reservation	Tribal Services Center Access Path	Construction	MAT Fund	\$192,349	\$82,435
17	City of Warrenton	Tansy Point Connection NW 11th Path	Project Refinement	Federal	\$93,319	\$10,681

Note: The funding award for THPRD is \$572,477 and not \$527,477 as listed in the funding chart above

Project 6		OR47/OR8/US30 Curb Ramps (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22435	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project programing totals \$6,330,298 and will provide ADA standard curbs and ramps long multiple locations on OR47, US30 and OR8.		
	<ul style="list-style-type: none"><u>Metro UPWP Project:</u> No		
	<ul style="list-style-type: none"><u>Proposed improvements:</u> At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons		
	<ul style="list-style-type: none"><u>Source:</u> New project.		
	<ul style="list-style-type: none"><u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP.		

	<ul style="list-style-type: none"> • <u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project is \$5,860,176 • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: OR47, OR8, and US30 at approximately 22 identified site locations. ○ Cross Street Limits: Various ○ Overall Mile Post Limits: <ul style="list-style-type: none"> ▪ OR47 = MP 17.88 to MP 90.59 ▪ US30 = 46.66 to MP 48.40 • <u>Current Status Code:</u> 3 = (PE) Preliminary Engineering (NEPA) activities initiated • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> Yes. The project includes federal funds and is located on various locations in the Motor Vehicle modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0786 ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes. ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. It is one of several similar ADA curbs and ramps project ODOT is moving forward towards construction. Three additional ADA curbs and ramps projects are included in this amendment bundle.</p> <p>The project was originally submitted in May, but sipped through the programming process. ODOT’s delivery timing targeted a PE obligation before the end of FY 2021. Consultation with FHWA occurred and a programming exception was requested. Since the projects is a non-capacity enhancing project focused on safety improvements, and is exempt for air quality conformity analysis, FHWA granted a programming exception allowing the PE to move forward and be obligated at the end of FFY 2021 without the project being programmed. The October Formal Amendment</p>

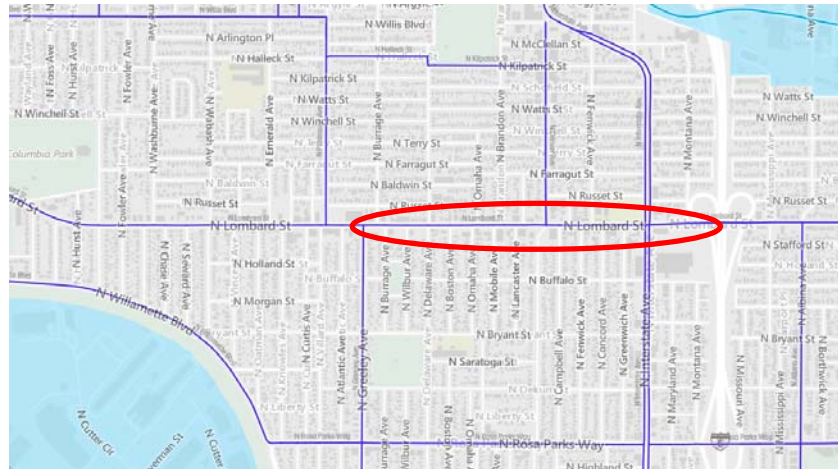
	completes the programming action for the ADA improvement project. OTC approval was originally required for the project which occurred back in March of 2021. Several of the site locations are outside of Metro’s MPA Planning Boundary.																																																																																																																																																																																																
	Identified project locations are shown below: <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>17.88</td><td>19.38</td><td>1.50</td><td></td><td>FOREST GROVE</td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>20.21</td><td>20.29</td><td>0.08</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.95</td><td>19.96</td><td>0.01</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.44</td><td>19.56</td><td>0.12</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.39</td><td>19.43</td><td>0.04</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>20.30</td><td>20.40</td><td>0.10</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>21.08</td><td>21.60</td><td>0.52</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.97</td><td>20.20</td><td>0.23</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>19.57</td><td>19.94</td><td>0.37</td><td></td><td></td><td>WASHINGTON</td></tr></table> <table><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>25.37</td><td>25.71</td><td>0.34</td><td></td><td>GASTON</td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>25.73</td><td>26.54</td><td>0.81</td><td></td><td></td><td>YAMHILL</td></tr></table> <table><tr><td>OR-47</td><td>029 TUALATIN VALLEY HIGHWAY</td><td>25.72</td><td>25.72</td><td>0.00</td><td></td><td></td><td>YAMHILL</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.68</td><td>88.70</td><td>0.02</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.62</td><td>88.66</td><td>0.04</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.67</td><td>88.80</td><td>0.13</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.81</td><td>90.15</td><td>1.34</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.02</td><td>88.52</td><td>0.50</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.54</td><td>88.61</td><td>0.07</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>90.16</td><td>90.59</td><td>0.43</td><td></td><td>FOREST GROVE</td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>88.53</td><td>88.53</td><td>0.00</td><td></td><td></td><td>WASHINGTON</td></tr><tr><td>OR-47</td><td>102 NEHALEM</td><td>60.87</td><td>62.77</td><td>1.90</td><td></td><td>VERNONIA</td><td>COLUMBIA</td></tr><tr><td>US-30</td><td>092 LOWER COLUMBIA RIVER</td><td>46.66</td><td>48.40</td><td>1.74</td><td></td><td>RAINIER</td><td>COLUMBIA</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	OR-47	029 TUALATIN VALLEY HIGHWAY	17.88	19.38	1.50		FOREST GROVE	WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	20.21	20.29	0.08			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.95	19.96	0.01			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.44	19.56	0.12			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.39	19.43	0.04			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	20.30	20.40	0.10			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	21.08	21.60	0.52			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.97	20.20	0.23			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	19.57	19.94	0.37			WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	25.37	25.71	0.34		GASTON	WASHINGTON	OR-47	029 TUALATIN VALLEY HIGHWAY	25.73	26.54	0.81			YAMHILL	OR-47	029 TUALATIN VALLEY HIGHWAY	25.72	25.72	0.00			YAMHILL	OR-47	102 NEHALEM	88.68	88.70	0.02			WASHINGTON	OR-47	102 NEHALEM	88.62	88.66	0.04			WASHINGTON	OR-47	102 NEHALEM	88.67	88.80	0.13			WASHINGTON	OR-47	102 NEHALEM	88.81	90.15	1.34			WASHINGTON	OR-47	102 NEHALEM	88.02	88.52	0.50			WASHINGTON	OR-47	102 NEHALEM	88.54	88.61	0.07			WASHINGTON	OR-47	102 NEHALEM	90.16	90.59	0.43		FOREST GROVE	WASHINGTON	OR-47	102 NEHALEM	88.53	88.53	0.00			WASHINGTON	OR-47	102 NEHALEM	60.87	62.77	1.90		VERNONIA	COLUMBIA	US-30	092 LOWER COLUMBIA RIVER	46.66	48.40	1.74		RAINIER	COLUMBIA
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Total Programmed Amount:	\$5,680,176 represent the federal fund contribution with \$650,122 of State funds representing the matching contribution. The total programmed amount is \$6,330,298																																																																																																																																																																																																
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report																																																																																																																																																																																																

Project Location References are shown below with planned improvement site locations in red.





Project 7	US30BY Curb Ramps Group A: N Greeley Ave - I-5 (Portland) (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22468	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on US30 BY. The programming totals \$2,220,000 and will provide ADA standard curbs and ramp improvements. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new federally funded project to the 2021-26 MTIP. • <u>Funding:</u> ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$1,992,007 • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: US30BY in MW Portland ○ Cross Street Limits: North Greeley Ave to I-5 ○ Overall Mile Post Limits: US30BY = MP 4.50 to MP 5.35 		



- **Current Status Code:** 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- **Air Conformity/Capacity Status:**
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- **Regional Significance Status:** Yes. The project includes federal funds and is located on US30BY is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-0956
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: Yes.
 - Metro approval date: Tentatively scheduled for November 4, 2021

AMENDMENT ACTION: ADD NEW PROJECT

The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.

ODOT's ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22469 and 22470 are ADA implementation projects resulting from the PE work completed in Key 22204.

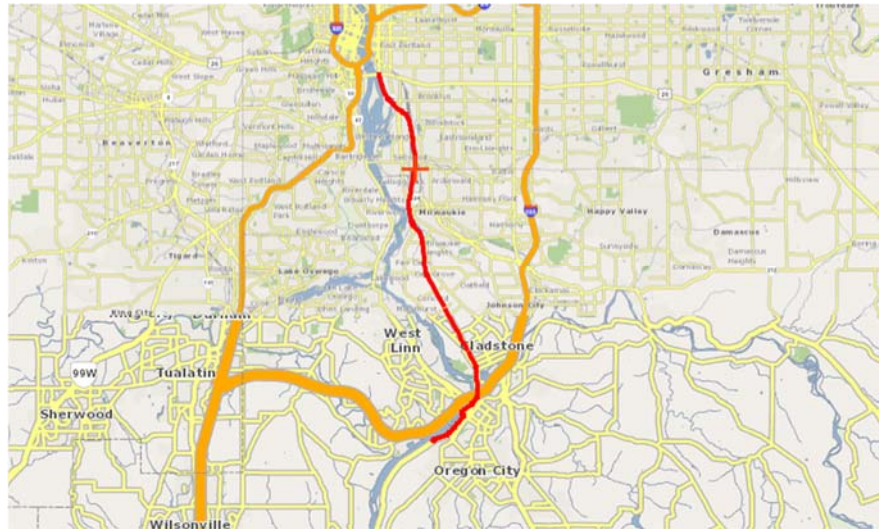
What is changing?

	<p>These specific ADA curb and ramp improvements are planned on US30BY between Greeley Ave and I-5.</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>5.33</td><td>5.35</td><td>0.02</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>4.50</td><td>5.31</td><td>0.81</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>US-30BY</td><td>123 NORTHEAST PORTLAND</td><td>5.32</td><td>5.32</td><td>0.00</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	US-30BY	123 NORTHEAST PORTLAND	5.33	5.35	0.02		PORTLAND	MULTNOMAH	US-30BY	123 NORTHEAST PORTLAND	4.50	5.31	0.81		PORTLAND	MULTNOMAH	US-30BY	123 NORTHEAST PORTLAND	5.32	5.32	0.00		PORTLAND	MULTNOMAH
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Additional Details:	<p>ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.</p> <p>Key 22468 is the result of the above settlement.</p>																																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.																																								
Total Programmed Amount:	\$1,992,007 represents the federal fund contribution with \$227,993 of State funds representing the matching contribution. The total programmed amount is \$2,220,000																																								
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report																																								

Project 8	OR99E Curb Ramps Group A: SE Woodward St -Oregon City (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22469	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on OR99E from southern Portland to Oregon City. The programing totals \$5,335,000 and will provide ADA standard curbs and ramp improvements. <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> 		

Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E to reduce mobility barriers and make state highways more accessible to disabled persons

- Source: [New project.](#)
- Amendment Action: Add the new federally funded project to the 2021-26 MTIP.
- Funding:
ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$4,787,095.
- Location, Limits and Mile Posts:
 - Location: OR99E from southern Portland to Oregon City
 - Cross Street Limits: On OR99E from approximately South Woodward St in southeastern Portland to 5th St in Oregon City
 - Overall Mile Post Limits: OR99E = MP 1.45 to MP 13.89

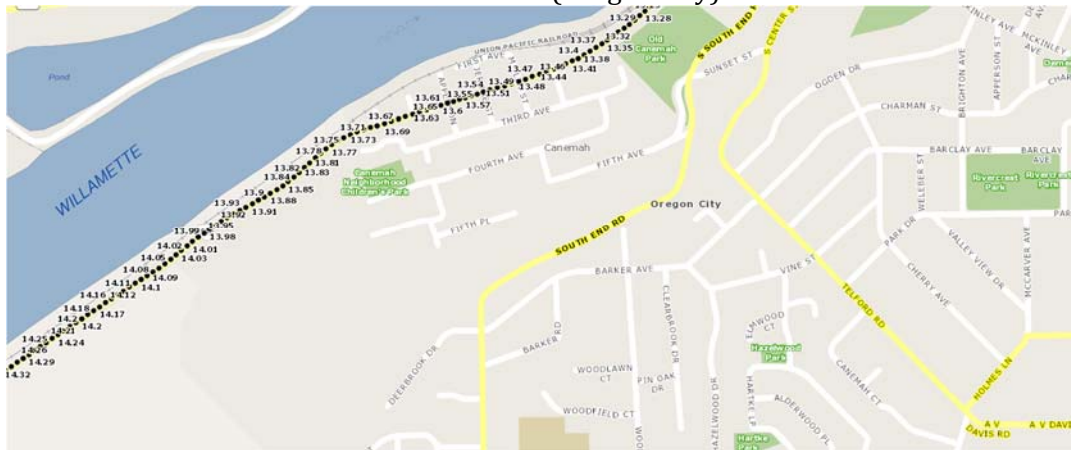


- Current Status Code: 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes. The project includes federal funds and is located on OR99E is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network
- Amendment ID and Approval Estimates:

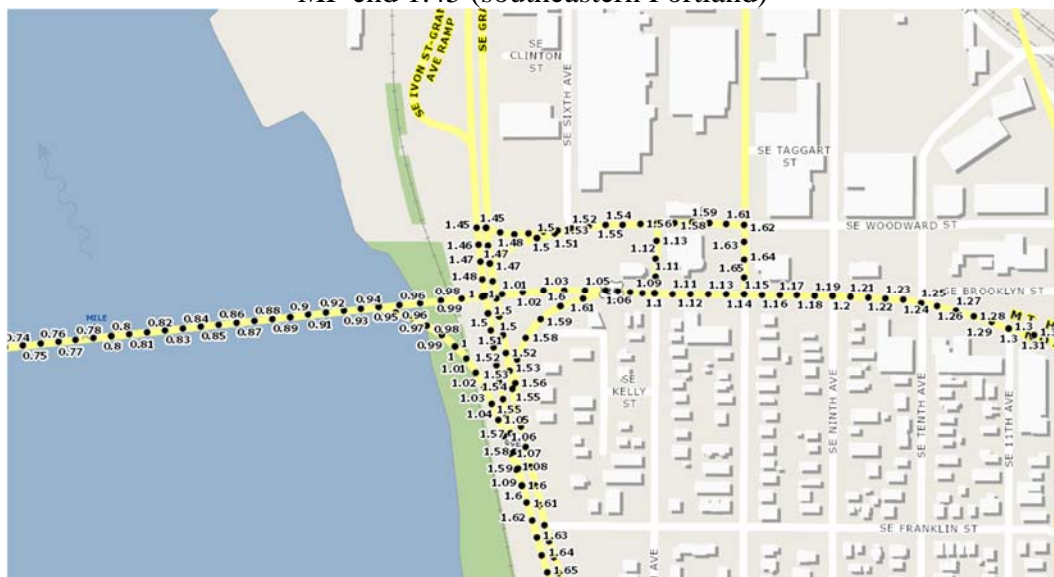
	<ul style="list-style-type: none">○ STIP Amendment Number: 21-24-0957○ MTIP Amendment Number:OC22-01-OCT○ OTC approval required: Yes.○ Metro approval date: Tentatively scheduled for November 4, 2021																																																																							
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.</p> <p>ODOT’s ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22468 and 22470 are ADA implementation projects resulting from the PE work completed in Key 22204.</p> <p>These specific ADA curb and ramp improvements are planned onOR99E between SE Woodward Ave and about 5th St in Oregon City</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th></th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>1.45</td><td>2.33</td><td>0.88</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>2.34</td><td>4.57</td><td>2.23</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>4.59</td><td>5.71</td><td>1.12</td><td></td><td>MILWAUKIE</td><td>CLACKAMAS</td></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>4.58</td><td>4.58</td><td>0.00</td><td></td><td>PORTLAND</td><td>MULTNOMAH</td></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>13.89</td><td>5.71</td><td>8.18</td><td></td><td>MILWAUKIE</td><td>CLACKAMAS</td></tr><tr><td>OR-99E</td><td>081</td><td>PACIFIC HWY EAST</td><td>13.89</td><td>5.71</td><td>8.18</td><td></td><td>OREGON CITY</td><td>CLACKAMAS</td></tr></table>	Locations								Route		Highway	MP Begin	MP End	Length	Street	City	County	OR-99E	081	PACIFIC HWY EAST	1.45	2.33	0.88		PORTLAND	MULTNOMAH	OR-99E	081	PACIFIC HWY EAST	2.34	4.57	2.23		PORTLAND	MULTNOMAH	OR-99E	081	PACIFIC HWY EAST	4.59	5.71	1.12		MILWAUKIE	CLACKAMAS	OR-99E	081	PACIFIC HWY EAST	4.58	4.58	0.00		PORTLAND	MULTNOMAH	OR-99E	081	PACIFIC HWY EAST	13.89	5.71	8.18		MILWAUKIE	CLACKAMAS	OR-99E	081	PACIFIC HWY EAST	13.89	5.71	8.18		OREGON CITY	CLACKAMAS
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Total Programmed Amount:	\$4,787,095 represents the federal fund contribution with \$547,905 of State funds representing the matching contribution. The total programmed amount is \$5.335.000																																																																							

Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report. Expanded site location maps are shown below.
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K22469 OR 99E 13.89 to 1.45
MP start 13.89 (Oregon City)

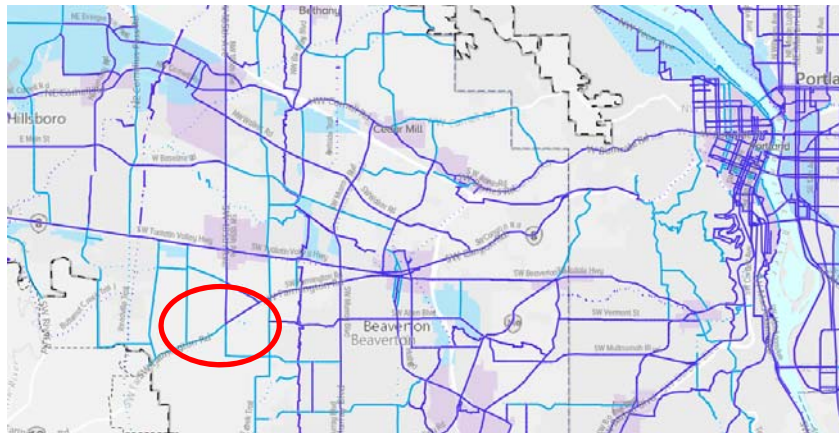


MP end 1.45 (southeastern Portland)



Project 9	OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22470	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The amendment adds the new ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. The project is located on OR10 from SW 198th Ave to Kinnaman Rd. The programing totals \$1,794,000 and will provide ADA standard curbs and ramp improvements. Metro UPWP Project: No 		

- Proposed improvements:
Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR10 to reduce mobility barriers and make state highways more accessible to disabled persons
- Source: New project.
- Amendment Action: Add the new federally funded project to the 2021-26 MTIP.
- Funding:
ODOT will use federal funds to complete the project. Initial programming is with the Advance Construction fund type code placeholder. The federal funding committed to the project totals \$1,609,756.
- Location, Limits and Mile Posts:
 - Location: On OR10 west of Beaverton
 - Cross Street Limits: Between SW 198th Ave and Kinniman Rd
 - Mile Post Limits: OR99E = MP 5.88 to MP 7.38

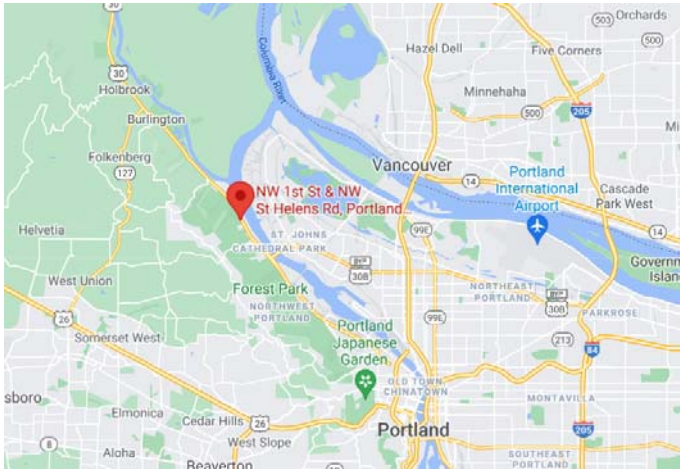


- Current Status Code: 4= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes. The project includes federal funds and is located on OR99E is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-0958
 - MTIP Amendment Number: OC22-01-OCT

	<ul style="list-style-type: none">○ OTC approval required: Yes.○ Metro approval date: Tentatively scheduled for November 4, 2021																								
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the ODOT ADA curbs and ramps construction project to the 2021-26 MTIP. ROW, UR, and Construction phases are being programmed through this amendment. The PE phase was completed via Key 22204.</p> <p>ODOT’s ADA improvement plan includes large regional PE phase projects covering multiple routes. Once design and costs are determined for a specific area, ODOT develops the specific implementation project to complete the ADA improvements. This project along with Keys 22468 and 22469 are ADA implementation projects resulting from the PE work completed in Key 22204.</p> <p>These specific ADA curb and ramp improvements are planned on OR10 between SW 198th Ave and Kinniman Rd west of Beaverton</p> <table><tr><th colspan="8">Locations</th></tr><tr><th>Route</th><th>Highway</th><th>MP Begin</th><th>MP End</th><th>Length</th><th>Street</th><th>City</th><th>County</th></tr><tr><td>OR-10</td><td>142 FARMINGTON</td><td>5.88</td><td>7.38</td><td>1.50</td><td></td><td></td><td>WASHINGTON</td></tr></table>	Locations								Route	Highway	MP Begin	MP End	Length	Street	City	County	OR-10	142 FARMINGTON	5.88	7.38	1.50			WASHINGTON
Locations																									
Route	Highway	MP Begin	MP End	Length	Street	City	County																		
OR-10	142 FARMINGTON	5.88	7.38	1.50			WASHINGTON																		
Additional Details:	<p>ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.</p> <p>Key 22470 is the result of the above settlement.</p>																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.																								
Total Programmed Amount:	\$4,787,095 represents the federal fund contribution with \$547,905 of State funds representing the matching contribution. The total programmed amount is \$5,335,000																								
Added Notes:	Included for reference as Attachment 3 is the OTC ADA item staff report. Expanded site location maps are shown below.																								

Key 22470 Locations Summary



Project 10	NW 112th Street and PNWR Rail Crossing Upgrades (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22440	MTIP ID Number:	New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the new rail at-grade crossing safety improvement to the 2021-26 MTIP. The project will add active warning devices to the railroad-highway crossing to decrease the probability of future rail crossing incidents. Project programming totals \$1,235,000. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will replace passive safety warning devices with active warning devices to decrease future rail crossing incidents with motor vehicles and truck traffic • Source: New Project. • <u>Amendment Action:</u> Add the new safety improvement project to the MTIP. • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: At NW112th Ave and the PNWR railroad crossing in NW Portland ○ Cross Street Limits: Near NW 112 Ave and US30 ○ Overall Mile Post Limits: US30 at MP 8.55 		
			



- Current Status Code: 0 = No activity (for these program funds)
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Regional Significance Status: N/A
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: Yes.
 - Metro approval date: Tentatively scheduled for November 4, 2021

What is changing?

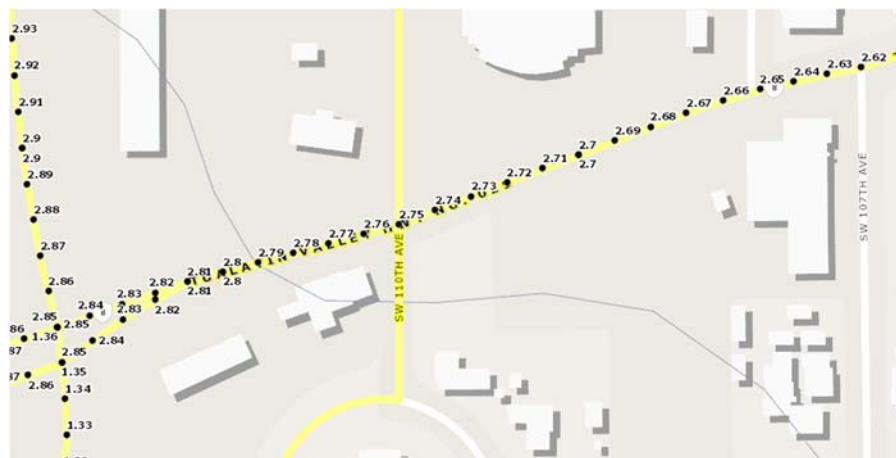
AMENDMENT ACTION: ADD NEW PROJECT

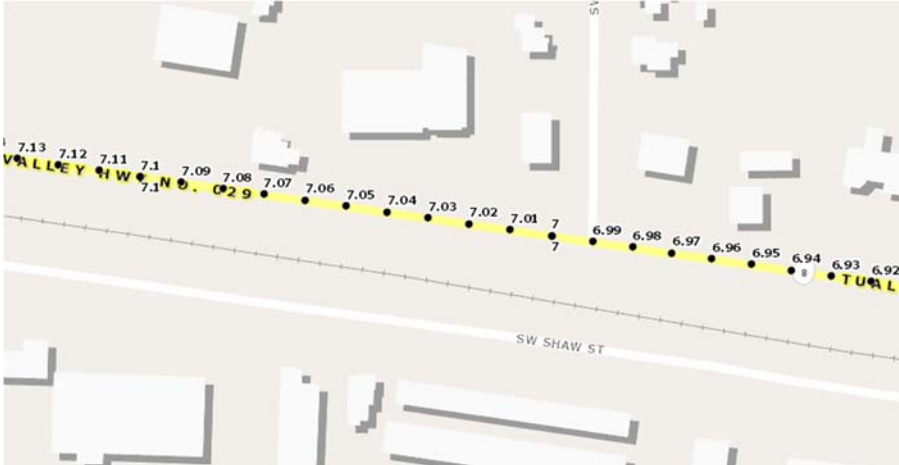
The formal amendment adds the ODOT NW112th Street at railroad crossing safety improvement project to the 2021-26 MTIP. The project replaces passive warning devices with active warning devices at a location which includes the movement of mixed commodities and hazardous materials to decrease future rail crossing incidents with motor vehicles and

	<p>truck traffic. OTC approval was required and occurred during their September 2021 meeting.</p> <p>The operating railroad in PNWR which moves mixed commodities including High Hazard Flammable and Inhalation Hazard. HAZMAT Cars are frequently stored near this crossing. There is substantial truck traffic over the crossing. In 2015 a pickup truck was hit by a train while crossing and in 1977 a semi-truck was hit by a train at this crossing. There are three sets of track with 35' measured between outside rails. The crossing was identified as a probable location of a future rail incident if left with only passive warning devices.</p>
Additional Details:	<p>The MTIP programming is a little different from other projects. The railroad will implement and complete the safety upgrades with ODOT overseeing the project. As such the safety improvements are being programmed in the MTIP's "Other" phase. The project includes a small Utility Relocation Phase (UR). However, the MTIP does not include multiple "Other" phases. The UR phase and the Other phase with the safety improvements had to be combined together. Programming in the the STIP will reflect the Other and UR phases separately.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.</p>
Total Programmed Amount:	<p>The committed federal funds total \$1,111,500 with the State match at \$123,500. The total programmed amount is \$1,235,000</p>
Added Notes:	<p>The OTC item is included as Attachment 4.</p>

Project 11	OR8: SW Short Ave - SW 110th Ave (Beaverton) OR8: SW 192 Ave - SW 110th Ave		
Lead Agency:	ODOT		
ODOT Key Number:	18794	MTIP ID Number:	70766
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Quick Amendment Summary:</u> The construction phase from Key 18839 which is a prior obligated project (obligated in 2020) and is being re-added into the active 2021-2026 as new funds resulting in Key 18839 being combined into Key 18794. Due to bid issues with Key 18839, the funds were de-obligated and then made available to be combined into Key 18794. As a result the project name, description and funding elements are being updated through this amendment. Both Key 18839 and 18794 will be delivered under a single contract for increased delivery efficiencies. <u>Metro UPWP Project:</u> No 		

- Proposed improvements:
The project still is a safety improvement project but now the scope is expanded along with the limits. The project now will complete safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing plus sidewalk infill and improvements, bus stop relocations, bus pads, & enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.
- Source: Existing project.
- Amendment Action: Because Key the funds for Key 18839 were already obligated, the project not carried over into the 2021-26 MTIP, and the fund then were de-obligated, the combining effort results in adding new funds and a scope expansion to Key 18794.
- Funding:
The funding includes federal Highway Safety Improvement Program funds along with State Surface Transportation Block Grant funds (State STBG). The total federal commitment to the project is \$3,887,950.
- FTA Conversion Code: N/A
- Location, Limits and Mile Posts:
 - Location: Revised on OR 8 from Beaverton west to SW 192nd Ave
 - Cross Street Limits: East of SW 107th Ave and then west to abut SW192nd Ave
 - Overall Mile Post Limits: OR8 MP 2.70 to MP 7.03



	 <ul style="list-style-type: none"> • <u>Current Status Code:</u> 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> Yes. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: OC22-01-OCT ○ OTC approval required: Yes. ○ Metro approval date: Tentatively scheduled for November 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: COMBINED PROJECT</u></p> <p>The formal amendment combines the scope and construction funds from Key 18839 into Key 18794. As a result, the project name, description, and limits are updated as well. ODOT determined that combining the two projects will enable them to be delivered more efficiently.</p>
Additional Details:	<p>Combining the construction phase funds from a prior obligated project represents adding new funds to the project and completing a scope change. The total project cost for Key 18794 increases from \$3,029,007 to \$4,027,927. The cost change represents a \$32.81% cost change which exceeds the 20% threshold triggering the need for a formal amendment.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding new funds above the 20% threshold involving a major scope change requires a formal/full amendment complete.</p>

Total Programmed Amount:	The adjusted committed federal funds now total \$3,887,950, with the State match is \$135,977. The total programmed amount is \$4,027,927.
Added Notes:	N/A

Project 12	US30: Watson Rd - NW Hoge Ave		
Lead Agency:	ODOT		
ODOT Key Number:	21779	MTIP ID Number:	71198
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The formal amendment splits the scope and funding from Key 21779 and combines it into Key 21128 which is being re-added to the MTIP as part of this amendment bundle. Key 21779 is left as a zero programmed project in the MTIP. Implementation is through Key 21128. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project proposed to repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Key 21128 is being re-added to the MTIP to allow Key 21779 (this project) to be combined with it. Through this action, the project scope will be combined and delivered as a single project under Key 21128. • <u>Funding:</u> The funding includes federal National Highway Performance Program (NHPP) funds. The total programming commitment is \$1,524,000 which will be reduced to \$0 in Key 21779 through the combining action. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Revised on US30 ○ Cross Street Limits: ○ Overall Mile Post Limits: US30 = MP 7.80 to MP 18.37 		



- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes.
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-0701
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: No
 - Metro approval date: Tentatively scheduled for November 4, 2021

What is changing?

AMENDMENT ACTION: SPLIT/CANCEL PROJECT

The formal amendment splits the scope and funding and will combine it into Key 21128 (project #13 this amendment bundle). Key 21779 will be delivered as a single project with Key 21128. As a result programming for Key 21779 decreases to \$0.

Additional Details:

	Splitting the scope and combining it into Key 21128 requires a formal amendment because, Key 21128 had been obligated during the 2018-21 MTIP and was not carried over into the 2021-26 MTIP. Construction bid issues arose preventing Key 21128 from being implemented. During this time, ODOT determined that Key 21779 and Key 21128 could be combined under a single contract. Key 21128 is now being re-added to the MTIP with the combined Key 21779 as shown in project #13.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, re-adding key 21128 constitutes adding a new project to the 2021-26 MTIP which requires a formal/full amendment complete.
Total Programmed Amount:	The splits results in Key 21779 decreasing from \$1,524,000 to \$0.
Added Notes:	N/A

Project 13	US30: Watson Rd - Hoge Ave (Add/Combine New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	21128	MTIP ID Number:	71024
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The formal amendment re-adds Key 21128 and combines it with Key 21779. Both projects address needed culvert repair on US30 and will now be delivered under a single contract. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project proposed to repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Key 21128 is being re-added to the MTIP and is combined with Key 21779. • <u>Funding:</u> The funding includes federal National Highway Performance Program (NHPP) funds, TFIA federal redistribution funds, and Advance Construction. The total programming commitment is \$1,720,000. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Revised on US30 		

- Cross Street Limits: Hoge Ave in NW Portland and then north on US30 to Watson Rd
- Overall Mile Post Limits: US30 = MP 7.80 to MP 18.37



- Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: Yes.
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-1099
 - MTIP Amendment Number: OC22-01-OCT
 - OTC approval required: No
 - Metro approval date: Tentatively scheduled for November 4, 2021

What is changing?	<u>AMENDMENT ACTION: ADD NEW PROJECT</u> The formal amendment re-adds Key 21128 and combines it with Key 21779. The project involving culvert repairs will be delivered under a single contract this way.
Additional Details:	The project name, description, limits, and scope are updated to reflect the combined project in Key 21128.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, re-adding key 21128 constitutes adding a new project to the 2021-26 MTIP which requires a formal/full amendment complete.
Total Programmed Amount:	The programming total for the combined project in Key 21128 is \$1,720,000.
Added Notes:	N/A

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to 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:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- 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.

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June 2021 Formal MTIP amendment (JN21-11-JUN) will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|-------------------------|
| • Initiate the required 30-day public notification process..... | September 28 2021 |
| • TPAC notification and approval recommendation..... | October 1, 2021 |
| • JPACT approval and recommendation to Council..... | October 21, 2021 |
| • Completion of public notification process..... | October 27, 2021 |
| • Metro Council approval..... | November 4, 2021 |

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT	November 15, 2021
• USDOT clarification and final amendment approval.....	Early December, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC received their official notification on October 1, 2021 and provided their approval recommendation to JPACT to approve Resolution 21-5205, and requests JPACT provide an approval recommendation to Metro Council for the amendment bundle consisting of thirteen new or amended projects which impacts Metro, ODOT, Portland, and THPRD.

- TPAC notification and approval recommendation to JPACT: October 1, 2021

Attachments: 4

1. Metro TSMO Award Letter
2. OTC Item for THPRD Grant Award
3. OTC March 2021 ADA Agenda Item G
4. OTC Rail Crossing for Key 22440


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Memo

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

Memo Purpose

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

Overview

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

The 2019 TSMO Project Solicitation process included these steps:

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

For more background, please see the application and guidance still posted at

<https://www.oregonmetro.gov/tsmo>.

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

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

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

Recommended Projects

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

Advanced Traffic Controller Projects

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

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

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

All Other Project Applications

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

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

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

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

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

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

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

Next Steps

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

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

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

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

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936
<i>Total =</i>			<i>\$4,700,000</i>



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: May 03, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: *Agenda I – Oregon Community Paths Program FY 2021-24 Awards*

Requested Action:

Approve the Public Transportation Division's (PTD) Oregon Community Paths Program (OCP) FY21-24 grant awards for walking and biking facilities

Background:

Oregon's Community Paths (OCP) program is a new competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. Off-system facilities are multi-use paths or trails that serve a transportation function. Examples include a path along a greenway, on an old rail line, between housing developments or areas that are not otherwise within the public road right-of-way. These facilities provide high quality, safe and comfortable walking and biking within and between communities.

The program is funded by both state and federal funding sources. The state funding includes the Multi-Modal Active Transportation (MAT) fund, established under [ORS 367.091](#) and consisting of the bicycle excise tax, vehicle privilege tax, and lottery bond funding. The federal funding includes the Federal Highway Administrations (FHWA) transportation alternative (TA) set-aside from the Surface Transportation Block Grant (STBG) program. Additionally, state [Department of Transportation Operating Fund](#) (TOF) funding for FY2021-24 has been allocated to OCP, pending approval of the ODOT's budget by the Oregon Legislative Assembly in July 2021. The various funds each have different program requirements, which affect how projects must be managed and govern overall project requirements.

The OCP program funds two types of pedestrian and bicycle projects:

- 1) **Construction Grants** - Development, construction, reconstruction, resurfacing, or other capital improvement of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling
- 2) **Project Refinement Grants** - Preliminary planning grants to help communities prepare for a later OCP construction grant request.

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Off-system paths are popular in communities as they're safe and comfortable walking and biking facilities that serve people of all ages and abilities. Communities in Oregon rely on the the State Highway Fund to pay for the majority of their transportation facilities. However, the State Highway Fund is restricted to projects within the road right-of-way. Many ideal locations for multi-use paths are outside of the road road-right-of-way and therefore unable to use highway funds. The OCP was created to address this gap in available funding. The demand for this first round was significant with a roughly 3:1 request ratio to available funding. The OTC decision to allocate \$36 million of discretionary federal funding in the 2024-2027 STIP for OCP will further support communities as they work to increase the number of people walking and biking.

The table below indicates available funding for FY2021-24.

Funding Cycle	Transportation Alternatives (federally funded)	Multi-Modal Active Transportation (state funded)	Transportation Operating Fund (state funded)	AVAILABLE FUNDS
FY21-24	\$8,200,000	\$ 3,300,000	\$ 4,000,000	\$15,500,000

Application and Award Recommendation Process

Eligible applicants for OCP are local governments, school districts, tribal governments, mass transit or transportation districts, a special government body or other unit of local government, or a non-profit organization or other private entity with documented support from one of the governmental bodies along the regional path.

ODOT received 81 initial Letters of Interest in fourth quarter 2020, which resulted in 57 applications submitted by the February 1, 2021 deadline. ODOT staff reviewed project applications for eligibility and feasibility, and scored the projects on criteria developed and approved by the Oregon Bicycle Pedestrian Advisory Committee (OBPAC).

Staff presented funding scenarios and ranked project lists to OBPAC at their March 24, 2021 meeting. The lists included prioritized applications and a list of alternate projects in priority order to be considered if a project is withdrawn or if additional funding becomes available for the OCP program.

At the March 24 meeting, OBPAC unanimously voted to recommend a scenario which limits project refinement awards to \$1.5M to allow for more construction projects and supports funding projects ranked by staff scoring. The final recommendation includes funding four state funded and 13 federally funded projects. At the March meeting, OBPAC was informed that TOF funding for the program had become available pending approval from the state legislature. OBPAC supported the additional funds to be used for construction projects. The addition of \$4 million TOF funding will allow the award of four additional construction projects.

Oregon Transportation Commission
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Attachment 1 details, for the Commission's review, tables of the recommended and alternate projects for the Oregon Community Paths Program for FY 2021-24.

Attachments:

- Attachment 1 – *List of recommended and alternate OCP projects*

DATE: March 03, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda G** – *Update the Commission on the cost reduction efforts underway with the ADA Program*

Requested Action:

Receive an informational update on the Oregon Department of Transportation (ODOT) Americans with Disabilities Act (ADA) program curb ramp remediation progress, schedule, and current cost reduction efforts.

Background:

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

ODOT and the Association of Oregon Centers for Independent Living, et al. (AOCIL) entered into a 15-year settlement agreement (Agreement) on November 2, 2016, to make state highways more accessible to people with disabilities. The agreement will lead to major improvements to pedestrian accessibility along the highway system including installing missing curb ramps to connect parts of communities that have been difficult or unsafe to access because of an incomplete system and upgrade substandard existing curb ramps to improve mobility and safety along the highways for all users.

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

Cost Reduction Actions

Since 2017 the ADA program has been working on meeting the requirements in the settlement agreement by setting up the program, ensuring construction compliance and developing projects to meet the 2022 milestone. ODOT is aware of the importance in reducing the overall cost of the

program and recognizes the impacts to other programs. ODOT has implemented and continues to do training for ODOT and contractors in design and construction to reduce the risk of reconstruction of the ramps that don't meet compliance. About 400 ramps a year are included in projects already in the STIP and are being replaced as part of the program. ODOT has identified three main areas of focus:

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

Reducing Construction Costs: As we reviewed the construction costs over the last year, it was apparent the contractors are adding in significant risk to their bid prices. In December of 2020 we engaged our contractors with a survey and followed up in January 2021, with individual workshops, with a select group of contractors. The purpose of the outreach was to identify areas of improvement, efficiencies and risk to help ODOT reduce our overall construction costs. Currently we are reviewing this data and developing an action plan for implementation of these contract changes. Many of these changes will be implemented on the majority of the 2021-2022 projects.

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

contractors the ability to work more closely together to construct compliant and cost effective curb ramps. ODOT continues to provide opportunities for the use of small businesses by allowing for smaller project sizes, some of these projects are managed through our Maintenance District offices and the use of the Emerging Small Business program.

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

Program Funding

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

Attachments:

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



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 26, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler, Director

SUBJECT: **Consent 10** – *Annual STIP Adjustment*

Requested Action:

Approve the annual amendment to update the projects in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In June 2019, the Oregon Transportation Commission (OTC) approved a major rebalance of the STIP to address the reprioritizing of projects and address positive and negative funding changes for the entire STIP. In July 2020, as part of the Commission's delegated approval update, the OTC approved new delegations on STIP revisions under \$5 million to the Director and the Division Administrator.

At the July 15, 2021 commission meeting, the OTC reviewed a new process to bring the majority of STIP amendments before the OTC for a yearly action to reduce the number of approvals throughout the year and provide the Commission a more comprehensive view of the changes made to the STIP.

Criteria for projects for the annual STIP adjustment are the following:

- New high priority projects (selected by their respective funding program), including amending a preliminary engineering phase into the STIP for construction in the 24-27 STIP.
- Modifications to existing STIP projects that advance program goals or Key Performance Measures, and selected as a priority by the funding program.

The targeted programs for the annual STIP adjustment are:

- Bridge Program
- Preservation Program (both Interstate Maintenance and Region paving)
- Culverts Program
- Roadside Safety Features
- Rail Program
- Active Transportation

To provide some details on this yearly amendment:

- 26 projects are being updated in the amendment;
- 13 projects are new priority projects for the various programs
- 2 projects are being cancelled

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Attachment 1 provides a list of added, deleted, and updated projects for the 21-24 STIP, which consists of the highest priority projects. These projects will be paid for with pre-determined funding reserves.

In accordance with the Governor's Executive Order on Climate (EO 20-04), the Climate Office performed analysis on the STIP adjustments, assessing changes in climate impacts. Several amendments shifted funds from bridge and culvert projects to paving projects, resulting in decreased climate adaptation and resilience benefits. STIP adjustments also resulted in Pedestrian and Bicycle Strategic funds moving up from the 2024-2027 STIP to be leveraged onto an existing project. This \$3.5 million increase benefits overall greenhouse gas (GHG) emission reductions and climate mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian and bicycle investments. More information on these results and the associated methodology can be found in Attachment 2.

Next Steps:

With approval, ODOT will add, update or delete the attached projects in the 2021-2024 STIP in a single batch.

Without approval, each project will be approved individually through the appropriate delegated process.

Attachments:

- Attachment 1- *2021 STIP Annual Amendment*
- Attachment 2- *Climate Analysis on STIP Annual Amendment*

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: Funding Responsibility	OTC Item - Rail Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
22485	1	OR281: Evans creek fish-passage improvements	17	17		OT	CULVERT	HB2017 Culvert	\$ -	\$ 308,000.00	\$ 308,000.00	New project. High priority.
22440	1	NW 112th Street and PNWR Rail Crossing Upgrades	7.6	7.6		PE, UR, OT	RAIL	SW RAIL	\$ -	\$ 1,235,000.00	\$ 1,235,000.00	New project. High priority.
	1	OR211 Road safety audit	14	24		PE	SAFETY	R1 Safety	\$ -	\$ 230,000.00	\$ 230,000.00	New project. High priority.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	PE, CN	BR-RLR	FIX-IT SW BRIDGE	\$613,496.00	\$613,496.00	\$-	Change project timing to include adjacent high priority work.
20107	2	US101B: Lewis and Clark River Bridge (Warrenton)	4.70	4.86	00711	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ 1,667,280.00	\$ 75,146.00	\$ (1,592,134.00)	Cancel project. Became lower priority.
20428	2	US20: Ellsworth Street (Willamette River) Bridge	10.34	10.55	01025D	CN	Bridge	FIX-IT SW BRIDGE	\$ 736,000.00	\$ 5,833,300.00	\$ 5,097,300.00	Add construction phase sooner than planned. High priority.
21224	2	US26: Little Humbug Creek Bridge	8.22	8.22	03099	PE, RW, UR, CN	Bridge	FIX-IT SW BRIDGE	\$ 684,000.00	\$ 4,275,200.00	\$ 3,591,200.00	Add final design and construction phases sooner than planned. High priority.
21223	2	OR202 Culvert MP 3.60	3.60	3.60		PE, RW, CN	Culvrt	FIX-IT SW FISH PASS	\$ 2,690,000.00	\$ 890,000.00	\$ (1,800,000.00)	Delay construction phase to include solution requested by ODFW/NMFS.
	2	OR34: Roadside Barrier Upgrades (MP 0.0 - 58.5)	0.00	58.50		PE, RW, CN	Safety	1R	\$ -	\$ 2,298,953.00	\$ 2,298,953.00	New project. High priority.
	2	I-5: Halsey to Lane County Line	203.55	216.14		PE	Presrv	FIX-IT SW IM	\$ -	\$ 3,512,000.00	\$ 3,512,000.00	New project. High priority.
	2	OR211: Meridian Rd MP 3.78 (Woodburn)	3.50	4.05		PE, RW, CN	Safety	FIX-IT REGION 2	\$ -	\$ 783,736.00	\$ 783,736.00	New project. High priority.
	2	OR58: Salt Creek tunnel to MP 70	56.18	70.00		PE, CN	Presrv	FIX-IT REGION 2	\$ -	\$ 15,659,631.00	\$ 15,659,631.00	New project. High priority.
	2	OR58: Eagle Creek to Salt Creek tunnel	48.40	56.10		PE	Presrv	FIX-IT REGION 2	\$ -	\$ 873,000.00	\$ 873,000.00	New project. High priority.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: OTC Item - Rail Crossing Safety Funding Responsibility	Current Total (0 if new)	Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
	2	OR22: Westbound Marion Street Bridge (Salem)	25.63	26.15	07253B	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ -	\$ 6,950,306.00	\$ 6,950,306.00	New project. High priority.
	2	OR6: Roadside Barrier Upgrades (MP 0.0 to 51.5)	0	51.5		PE, CN	Safety	1R	\$ -	\$ 10,890,272.00	\$ 10,890,272.00	New project. High priority.
	2	OR22: Culvert MP 7.70 & MP 7.76	7.7	7.7 - 7.76		PE	Culvrt	FIX-IT SW CULVERT	\$ -	\$ 400,000.00	\$ 400,000.00	New project. High priority.
21673	3	I-5: Azalea - Glendale (Southbound)	80.92	89.1	BR19313 BR19106 BR19312 BR19107	PE, CN	PRESRV	Fix-IT SW IM Fix-It SW Bridge	\$ 5,384,962.00	\$ 5,758,962.00	\$ 374,000.00	New, adjacent project added to existing project. High priority.
21653	4	US97: Earl St. - Colfax Ln. (Madras)	91.58	117.71	00971B	PE, RW, CN	PRESRV	Bike Ped Strategic	\$ -	\$ 3,487,299.00	\$ 3,487,299.00	Add bike/pedestrian facilities to existing project. High priority.
	4	US97: Dover Ln - Bear Dr Safety Improvements	97.5 97.87	100.5 98.37		PE	Safety	ARTS	\$ -	\$ 250,000.00	\$ 250,000.00	New project. High priority.
K20548	5	I-82 and I-84: Umatilla-Pendleton Concrete Pavement Repair	0.00 / 11.21	188.04 / 203.65	16437, 16438, 16439, 16440, 16441, 16442, 16452, 09578, 05209A	PE,CON	PRESRV & BRIDGE	Fix-it SW IM, Fix-it SW Bridge	\$ 10,091,999.00	\$ 13,141,999.00	\$ 3,050,000.00	New, adjacent project added to existing project. High priority.
K21754	5	I-84: Ladd Canyon - North Powder	276.8	285.33	0	PE, CON	PRESRV	FIX-IT SW IM	\$ 2,867,782.00	\$ 6,340,000.00	\$ 3,472,218.00	New, adjacent project added to existing project. High priority.
	5	I-84: Baldock Slough - Huntington Pavement Seal	297.1	345.77	0	PE, CON	PRESRV	FIX-IT SW IM	\$ -	\$ 3,717,000.00	\$ 3,717,000.00	New project. High priority.
	5	I-84: Tower Road - Stanfield	159.3	188.04	0	PE	PRESRV	FIX-IT SW IM	\$ -	\$ 700,000.00	\$ 700,000.00	New project. High priority.

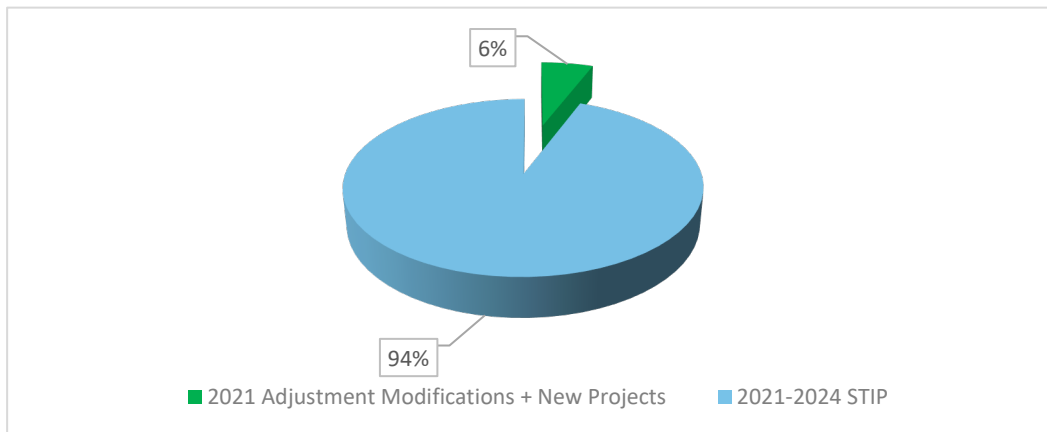
Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: OTC Item - Rail Funding Responsibility	Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade fo Key Difference	22440 Priority / Action Description
22358	5	US20: Corridor Culvert Repairs Phase 2	108.7	257.65	0	PE, ROW, CON	Culvert Replacement	Culverts	\$ -	\$ 1,850,000.00	\$ 1,850,000.00	New project. High priority.
22383	5	OR86: Guardrail Upgrades Final Phase	34.06	70.75	0	PE, CON	Guardrail replacement	Guardrail Safety	\$ -	\$ 3,496,000.00	\$ 3,496,000.00	New project. High priority.
20497	5	US730: Juniper Canyon Creek Bridge	199	199.06	01630A	PE, CON	Bridge repair	Fix-it SW Bridge	\$ 1,330,550.00	\$ 191,745.00	\$ (1,138,805.00)	Cancel project. Became lower priority.

Applying Climate Lens to the 2021 Annual STIP Adjustment

The ODOT Climate Office reviewed the 26 proposed projects and funding change included in the 2021 STIP adjustment using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to existing projects and new projects that will be added to the 21-24 STIP.

Scope of Analysis

The analysis observations below are based on the climate office analysis of this limited subset of projects, not the full 2021-2024 STIP.



Process

The STIP adjustment contains a mix of amendments to existing projects in the 2021-2024 STIP and new projects that will be added once approved. Using 23 identified project attributes that tie to seven priority outcome areas (listed below), staff examined each project, isolated individual project attributes, and assigned a dollar value to each based on the portion of the total project each represents.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief while the new design standards also support Climate Adaptation/Resiliency outcomes, but the project also has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

Results: Key Climate Observations

The 2021 STIP adjustment will result in a net increase of \$68 million programmed project funding once approved. The rough return on investment calculation, based on investments and the projected outcomes and co-benefits anticipated, shows that these investments will generate \$90 million of benefits when we look at co-benefits across outcome areas.



Climate Adaptation/Resilience

Several project adjustments shifted funds from bridge/culvert project attributes to paving project attributes resulting in decreased Climate Adaptation/resilience benefits.

Of \$90 million in projected benefits, Climate Adaptation/Resilience will see 6% of these benefits.



Climate Greenhouse Gas Emissions Reduction/Mitigation

Adjustment contains Ped/Bike Strategic funds moved up from the 2024-2027 STIP, leveraged onto an existing 2021-2024 STIP project.

The \$3.5 million increased investment in pedestrian/bike will yield benefits for Climate GHG Emissions Reduction/Mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian/bike investments.

Of \$90 million in projected benefits, GHG Emissions Reduction/Mitigation will see 5% of these benefits.