
Wednesday, June 20, 2018

7:30 AM – 9:00 AM

Development Services Building

Main Floor Auditorium, Room 120

150 Beavercreek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

- Upcoming MPAC presentations/discussion:
 - UGB expansion proposals from the cities

8:15 a.m. JPACT Issues

- JPACT Consent Agenda Items
 - 2018-2021 MTIP amendment to add I-205 northbound auxiliary lane project
 - 2018-2021 MTIP amendment to add/correct 16 projects
- Upcoming JPACT presentations/discussion
 - DRAFT RTP Policies and Implementation

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	UGB Expansion Memo	Page 07
	JPACT Consent Agenda Materials	Page 08
	JPACT RTP Materials	Page 45



2018 MPAC Work Program

as of 5/24/2018

Items in italics are tentative

<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Hillsboro/King City) – Information/Discussion (Representatives from 2-3 Cities; 90 min) 	<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions (Wilsonville/Beaverton) – Information/Discussion (Representatives from 2-3 Cities; 90 min)
<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min) • Tonnage Allocations (Molly Vogt, Metro; 45 min) 	<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Metro Parks and Nature Capital Investments and Land Acquisition Program (Jon Blasher, Metro; 30 min) • Report on RTP Performance (Round Two) – Information/Discussion (Ellis; 30 min) • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 45 min)
<p><u>Wednesday, August 8, 2018</u> – cancelled</p>	<p><u>Wednesday, August 22, 2018</u> – cancelled</p>
<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) 	<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) • Hold for MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) <p><u>September 27-29</u>: League of Oregon Cities Annual Conference, Eugene, OR</p>

<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy (Brian Harper; 30 min) • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) 	<p><u>Wednesday, October 24, 2018</u></p>
<p><u>Wednesday, November 14, 2018</u></p> <p><u>November 13-15</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 28, 2018</u></p>
<p><u>Wednesday, December 12, 2018</u></p> <ul style="list-style-type: none"> • MPAC Year in Review (TBD; 10 min) 	<p><u>Wednesday, December 26, 2018</u> - cancelled</p>



2018 JPACT Work Program
As of 6/14/18

Items in italics are tentative

<u>June 21, 2018</u>	<u>July 19, 2018</u>
<ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Member comments <ul style="list-style-type: none"> ○ Annual Transit Budget and Programming of Projects ○ ODOT value pricing update • Resolution No. 18-4887, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project Requiring a Programming Addition for ODOT (AP18-09-APR) (consent) • Resolution No. 18-4897, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Sixteen Projects Requiring Programming Additions, Corrections, or Cancellations Impacting ODOT, Portland, SMART, TriMet, and Washington County (JN18-11-JUN) (consent) • Draft RTP (Focus on Policies and Implementation) – Information/Discussion (Ellis, Metro; 40 min) • Burnside Project Information – Information/Discussion (Megan Neill/Ian Cannon, Multnomah County; 20 min) 	<ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2021-2024 STIP – MPO Comment Letter on 150% Fix-It Lists and Leverage Considerations – Recommendation to the Metro Council (10 min) • HB 2017 Projects of Regional Significance (TBD; 30 min) • State Transit Investment Fund Committee (Bernie Bottomly/Tom Mills, TriMet; 15 min) • <i>RTP Jurisdictional Transfers Update (Ellis, Metro; 30 min)</i>

<p><u>August 16, 2018 - cancelled</u></p>	<p><u>September 20, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2021-2024 STIP – MPO Comment Letter on 150% ARTS List and Leverage Considerations – Recommendation to the Metro Council • Introduce and Discuss TPAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) • RFFA Project Funds Allocation (Margi Bradway/Dan Kaempff, Metro; 20 min) • Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update (Matt Ransom, SW RTC; 15 min) <p><u>September 27-29</u>: League of Oregon Cities Annual Conference, Eugene, OR</p>
<p><u>October 18, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • JPACT Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 45 min) • Southwest Corridor LPA – Recommendation to Metro Council (TBD; 30 min) 	<p><u>November 15, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Economic Value Atlas – Information/Discussion (Jeff Frkonja/Malu Wilkinson, Metro; 30 min) • State Transit Investment Fund Update (TBD, TriMet; 30 min) <p><u>November 13-15</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>

December 20, 2018

- Chair comments TBD (5+ min)

Parking Lot:

- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Washington County Transportation Futures Study (TBD)
- Transportation Resiliency

MEMORANDUM

TO: C4 Metro Subcommittee
FROM: Jennifer Hughes, Clackamas County Principal Planner
DATE: June 14, 2018
SUBJECT: MPAC UGB Expansion Requests

Overview

Metro’s 2018 urban growth management decision will be conducted differently than in the past, with an emphasis on an outcomes-based approach and a focus on the merits of city proposals for UGB expansions. As part of this process, MPAC’s June meetings are dedicated to presentations from the four cities who have requested 2018 urban growth boundary expansions: Beaverton, Hillsboro, King City and Wilsonville.

In anticipation of this discussion, Wilsonville presented its proposed expansion during the April 18 C4 Metro Subcommittee meeting.

These agenda items are discussion only, but MPAC is scheduled to make a recommendation to the Metro Council in September on UGB expansion. The draft urban growth report is expected to be released at the end of June for inclusion as a discussion item on the MTAC and MPAC meeting agendas for July 11. Staff will provide a brief update on this issue to the C4 Metro Subcommittee on June 20.

Memo



Date: April 23, 2018
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: April 20, 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4887

STAFF REPORT

BACKGROUND

What this is:

The April 20 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment is the second formal MTIP amendment submitted during April 2018 and contains one project. The amendment request is to add the construction phase funding to Key 19721, I-205: OR224 (Sunrise Expressway) – Sunnybrook Blvd.

What is the requested action?

TPAC requests JPACT approval for resolution 18-4887 and an approval recommendation to Metro Council enabling the construction phase for Key 19721 to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

A detailed summary of the project amendment is provided in the below table:

1. Project:	I-205: NB MP13.3 – Sunnybrook Exit I-205: OR224 (Sunrise Expressway) – Sunnybrook Blvd		
Lead Agency:	ODOT		
ODOT Key Number:	19721	MTIP ID Number:	70844
Project Description:	Add a northbound auxiliary lane from westbound Sunrise entrance ramp to Sunnybrook exit ramp. Construct a northbound auxiliary lane from westbound Sunrise Expressway entrance ramp to Sunnybrook Blvd exit ramp.		
What is changing?	Through this formal amendment, the construction phase consisting of \$6 million dollars is being added to the project in Federal Fiscal Year 2018.		
Additional Details:	<p>As of 2010, the OR 212/224 corridor, which forms the main east-west travel route between I-205 and Rock Creek Junction, was experiencing serious congestion and safety problems. Residential and business traffic was severely delayed during peak periods, with travel speeds as low as four miles per hour at several locations along OR 212/224.</p> <p>Started in 2010 and completed in 2016, ODOT and Clackamas County built the new, east-west oriented, limited-access highway between Interstate 205 (I-205) and the Rock Creek Junction (where OR 212 & 224 diverge to the east and south) now commonly referred to as the Sunrise Corridor. The Jobs and Transportation Act (JTA) of 2009 provided a \$100 million legislative earmark for the Sunrise Corridor project in Clackamas County.</p> <p>The Final Environmental Impact Statement included the I-205 northbound auxiliary lane project from the junction of the Sunrise Expressway north to Sunnybrook Blvd. However, due to budgetary constraints at the time, the I-205 NB auxiliary lane project was removed as part of the Sunrise Corridor JTA scope.</p>		

<p>Additional Details continued:</p>	<p>As the Sunrise Corridor neared completion, the feared budgetary issues did not materialize and additional funding was available to support the I-205 NB auxiliary lane project.</p> <p>ODOT initiated Preliminary Engineering for the I-205 NB auxiliary lane project in 2016. Presently, ODOT is ready to move forward and add the construction phase funding for the project to be obligated before the end of federal fiscal year 2018.</p> <p>Per the approved OTC action, ODOT estimates the construction phase funding cost at \$6 million and is utilizing remaining JTA funding for the project. OTC approval occurred during their March 2018 meeting.</p> <p>The I-205 NB auxiliary lane project will add capacity to I-205 and is labeled as a “capacity enhancing project”. As such, the RTP consistency review requires verification that the project is included in the current financially constrained RTP, and is included in the current transportation model. Both conditions must be met to the satisfaction of FHWA. Per Metro’s review, the I-205 NB auxiliary lane project has been verified to be included in the current constrained RTP and is included in the current Metro Arterials and Throughways modeling network. FHWA has been notified that no potential litigation or liabilities will exist when the construction phase is added to the 2018 MTIP.</p> <p>OTC’s approval satisfies the needed proof of funding requirement as well. All remaining MTIP review conditions to add the construction phase have been satisfactorily met.</p>
<p>Why a Formal amendment is required?</p>	<p>Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.</p> <p>Because PE began in 2016, the project status is “prior obligated” in the 2018 MTIP. Through this formal amendment, the project will be “brought forward” into the active 2018 MTIP and 2018 STIP. From a fiscal constraint viewpoint, the amendment is adding a new project to the active MTIP which requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Preliminary Engineering programming totals \$1.5 million. The required construction phase funding estimate is \$6 million. As a result of this amendment, the total project programming will increase from \$1.5 million to \$7.5 million.</p>
<p>Added Notes:</p>	<p>OTC approval was required and approval occurred at their March 2018 meeting</p>

Note: The Amendment Matrix shown on the next page is included as a reference the rules and justification for Formal Amendments and Administrative Modifications 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.

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.

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April 20, 2018 Formal MTIP amendment will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| ● Initiate the required 30-day public notification process..... | April 17, 2018 |

- TPAC notification and approval recommendation..... April 20, 2018
- Completion of public notification process..... May 16 , 2018
- **JPACT approval and recommendation to Council..... May 17, 2018**
- Metro Council approval..... June 7, 2018*

*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	June 11, 2018
• Amendment bundle submission to ODOT for review.....	June 12, 2018
• Submission of the final amendment package to USDOT	June 12, 2018
• ODOT clarification and approval.....	End of June , 2018
• USDOT clarification and final amendment approval.....	End of June 2018

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 18-4887. *(TPAC approval on April 20, 2018)*

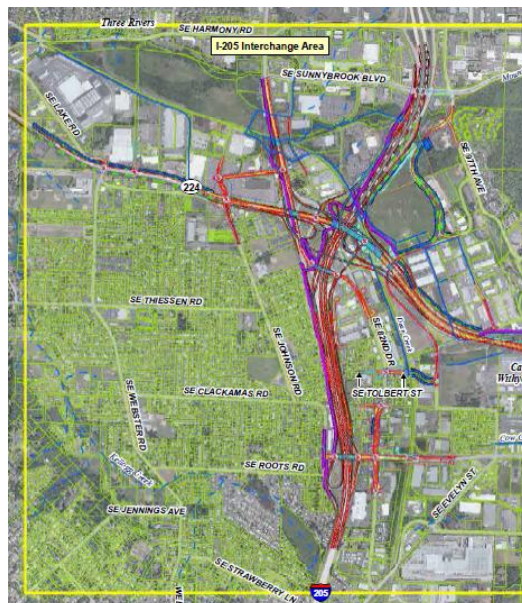
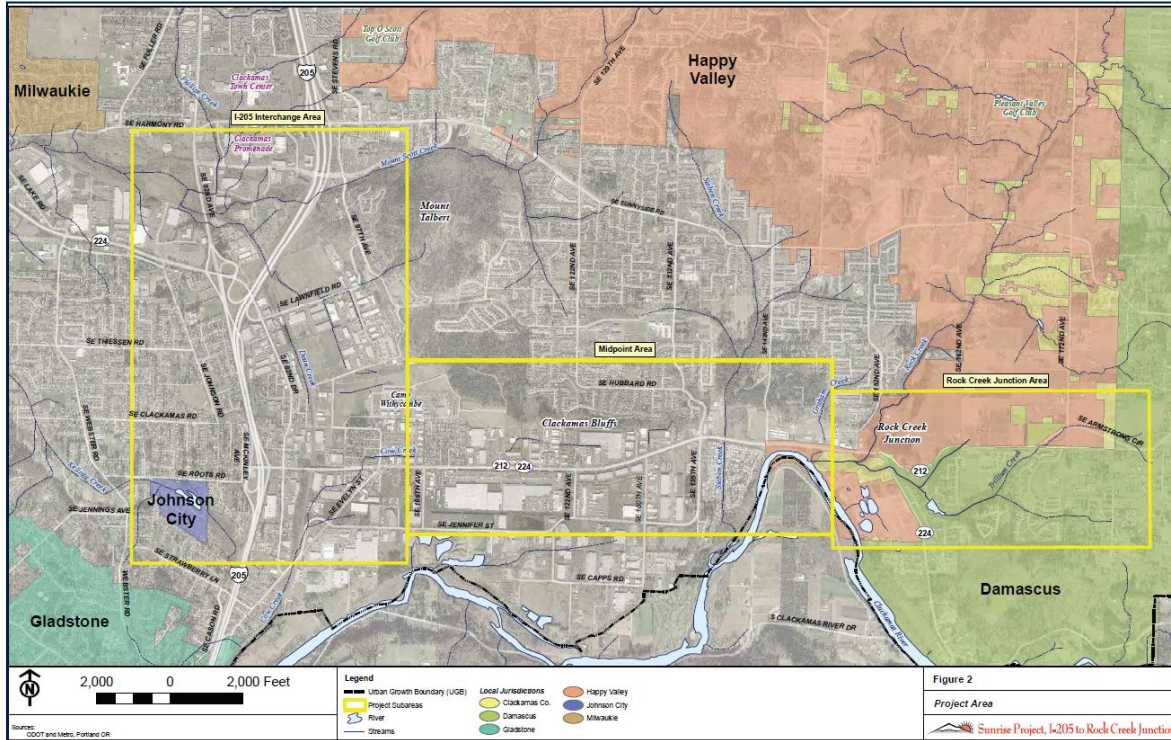
Attachment: Project Location Maps and OTC Staff Report copies

Date: Monday, April 23, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the April 20, 2018 MTIP Formal Amendment Staff Report – Project Location Maps & OTC letters as applicable

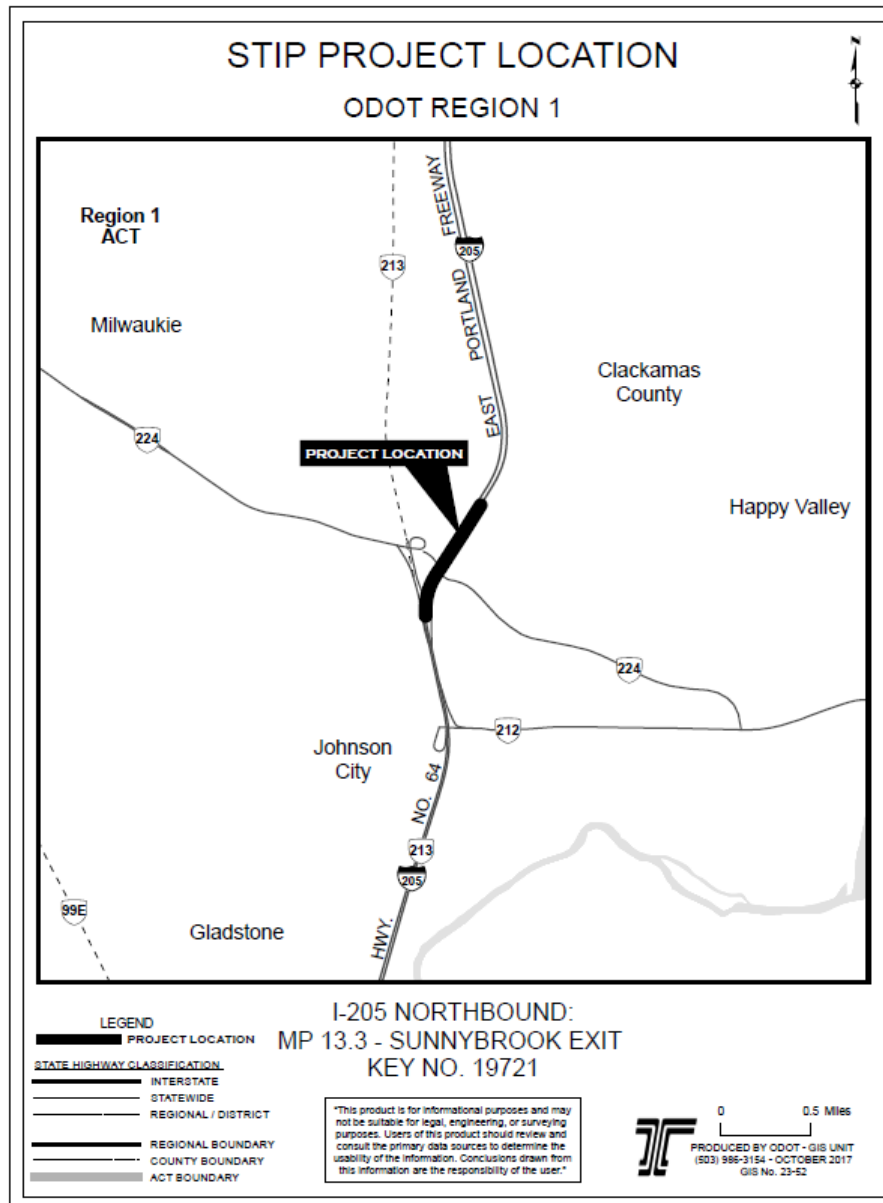
BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for Key 19721, I-205: OR224 (Sunrise Expressway) – Sunnybrook Blvd

Sunrise Corridor Overall Project Limits (per the FEIS)



Key 19721



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Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 5, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Consent 13 – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add a construction phase and funding to the Interstate 205: northbound from Sunrise entrance to Sunnybrook exit auxiliary lane project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add a construction phase in the amount of \$6,000,000 to the Interstate 205: northbound from Sunrise entrance to Sunnybrook exit auxiliary lane project. This will be funded from budget remaining in the Sunrise Corridor project. The new total project cost will be \$7,500,000.

Project to be increased

Interstate 205: Oregon 224 (Sunrise Expressway) - Sunnybrook Blvd (KN:19721)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$1,500,000	\$1,500,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$0	\$6,000,000
Other	N/A	\$0	\$0
TOTAL		\$1,500,000	\$7,500,000

Background:

The Jobs and Transportation Act (JTA) of 2009 provided a \$100 million legislative earmark for the Sunrise Corridor project in Clackamas County. The project was intended to address congestion on Oregon 212/224 and Interstate 205 and improve access to industrial jobs in the Clackamas Industrial Area. Using these JTA funds, ODOT built the Sunrise Expressway, a two-mile long, four-lane highway that connects the Milwaukie Expressway to SE 122nd Avenue where it links up with Oregon 212/224. A shared use path for pedestrians and cyclists parallels the highway. The new highway, which opened on July 1, 2016, takes pressure off surrounding roads, reducing congestion and improving travel times for everyone in the area.

Consent_13_Sunrise_to_Sunnybrook_itr
3/7/2018

Oregon Transportation Commission
March 5, 2018
Page 2

This auxiliary lane improvement on northbound Interstate 205 from the new Sunrise entrance ramp to the Sunnybrook exit ramp was identified as an opportunity during development of the Sunrise Environment Impact Statement (EIS) and considered for delivery during the JTA project. However, the I-205 auxiliary lane was removed from the scope of the Sunrise JTA project due to anticipated budget constraints.

As the Sunrise JTA project neared completion the project team realized it would come in significantly under budget. Since the JTA funds are legislatively tied to elements of the Sunrise EIS, the team met with the local governments to consider how to best allocate the remaining funds to priority elements of the larger Sunrise project.

- Some of the remaining funds were spent purchasing right-of-way from willing sellers to protect the corridor for future extensions of Sunrise.
- Two projects were funded for design only to improve traffic operations on Interstate 205 and Oregon 224. The first project will add right turn lanes and signal improvements on Oregon Oregon 244 (Milwaukie Expressway) from Southeast Rusk Road to Interstate 205 and the second project will add an auxiliary lane on Interstate 205 northbound from the Sunrise entrance ramp to the Sunnybrook exit ramp. The Oregon Transportation Commission approved use of JTA funds for final design of these two projects in November 2017.

As completion of final design for these two projects approaches, ODOT requests the Commission to allocate some of the remaining Sunrise Corridor JTA funding to construction of the Interstate 205 northbound auxiliary lane project. ODOT prioritized this project for construction over the Oregon Oregon 224 project because it is most directly connected to the Sunrise corridor and will provide the most significant operational and safety benefits of the two projects. Because it is on the interstate it has the potential to improve operations and safety for a significant number of travelers. ODOT will finish the design of the second priority project and consider opportunities to fund it with a combination of remaining JTA funds and other STIP sources.

The proposed project will add an auxiliary lane on Interstate 205 Northbound between the Sunrise Expressway entrance ramp and the Sunnyside Road/Sunnybrook Boulevard exit ramp. Work includes:

- Construction of a retaining wall north of the railroad bridge;
- Installation of a new sign bridge and other signage;
- Widening and paving to accommodate the new lane and shoulders.

Options

If this amendment is approved, ODOT will construct the proposed auxiliary lane on Interstate 205 between the Sunrise Expressway entrance ramp and the Sunnyside Road/Sunnybrook Boulevard exit ramp.

If the Commission does not approve allocation of remaining JTA funds for construction, ODOT will complete the designs for both of the priority operational and safety projects and shelf them. The remaining JTA funds will remain unallocated for potential use in the future.

Consent_13_I-205_Sunrise_to_Sunnybrook_itr
3/7/2018

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 5, 2018
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: June 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4897

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) INVOLVING SEVENTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, SMART, TRIMET, AND WASHINGTON COUNTY (JN18-11-JUN)

BACKGROUND

What this is:

The June 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes to seventeen projects. The changes are required in order for the federal funding to be obligated before the end of the 2018 federal fiscal year. The seventeen projects included in the June 2018 bundle are summarized in the below table:

June 2018 Formal MTIP Amendment Amendment Type: Formal Name: JN18-11-JUN Number of Projects: 17			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 18760 MTIP ID 70759	ODOT	I-5: N Denver Ave NB tunnel illumination On I-5 at MP 306.85 to 306.87, Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	TRANSFER FUNDING: Construction phase funding of \$246,000 is being removed from the project. Prior obligated \$75k is left in the PE phase. The \$246k of funding will be transferred to the I-5 Marquam Bridge Lighting Project in Key 19652.
Project #2 ODOT Key 18761 MTIP ID 70760	ODOT	OR217: SW Allen Blvd & Denny Rd Interchanges On OR217 at MP 2.26 to 2.60 and 2.79 to 3.23, Illumination upgrades	TRANSFER FUNDING: A total of \$180k from this project is being transferred to Key 19652 to fully fund that project. Only \$24k of obligated PE phase funding was determined required to remain with the project. The remaining \$24,000 and \$157,000 from the construction phase is being transferred to Key 19652. The project is left programmed with only PE funds at \$24,000.
Project #3 ODOT Key 20450 MTIP ID 70995	ODOT	I-5 at I-205 Interchange On I-5 at MP 288.40 to 288.9, Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.	TRANSFER FUNDS/CANCELED PROJECT: A total of \$500,000 is being transferred from this project to Key 19652 through this amendment. As a result this project, (Key 201450) is canceled.

<p>Project #4 ODOT Key 20475 MTIP ID 71003</p>	<p>ODOT</p>	<p>I-205 at OR43 On I-205 at MP 8.70 to 8.90 and On OR43 at MP 11.20 to 11.40, Design for full illumination rebuild.</p>	<p>TRANSFER FUNDING/CANCEL PROJECT This project is currently not funded for construction and it has been determined that lighting on the Marquam bridge is a higher priority, so funds are to be re-allocated. This amendment cancels the project.</p>
<p>Project #5 ODOT Key 19652 MTIP ID 70833</p>	<p>ODOT</p>	<p>I-5: Marquam BR Electrical & Lighting System Replace On I-5 at MP 300.28 to 300.48, Replace electrical & lighting system; bridge #08328</p>	<p>COMBINED/FUND TRANSFER: Through this amendment funding from above ODOT project Keys 18760, 18761, 20450, and 20475 is transferred and combined into Key 19652 as stated above. The added funding supports lighting requirements for the I-5 Marquam Bridge</p>
<p>Project #6 ODOT Key 18769 MTIP ID 70801</p>	<p>ODOT</p>	<p>OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park On OR99E at MP 12.62 to 12.87, 13.15 to 13.36, and 13.82 to 14.06, Inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch</p>	<p>COST INCREASE: The amendment adds funding to the construction phase to address higher than expected construction phase bids.</p>
<p>Project #7 ODOT Key 20413 MTIP ID 70969</p>	<p>ODOT</p>	<p>US30BY (Lombard) Safety Extension US30BY (Lombard) North Fiske Ave to North Wilbur On US30BY at MP 3.32 to 4.59, Road reconfiguration between MP 3.50 and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install Rectangular Rapid Flashing Beacon (RRFB) with pedestrian island near Drummond. ADA improvements and access management as needed.</p>	<p>COST INCREASE: During initial design of this project, funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project extent. Cost increase if \$2,147,896 = a 25.6% increase and is greater than the 20% threshold for Administrative Modifications.</p>
<p>Project #8 ODOT 20415 MTIP ID 70971 NEW</p>	<p>ODOT Portland</p>	<p>US30BY (Lombard) at Fenwick On US30BY in northeast Portland at MP 5.00 to 5.02, Full signal upgrade, ADA improvements, and access management.</p>	<p>ADD NEW PROJECT/REACTIVATE IN 2018 MTIP: This amendment completes a funding transfer that actually began back last November to shift the funds to Key 20413 above. While the cost issues with Key 20413 were evaluated Key 20415 was suspended with the funding held in abeyance until the updated costs were determined for Key 20413. Upon agreement between ODOT and Portland, Portland will locally fund the \$1.2 million needed to complete Key 20415 as now shown above. The transfer of funding to 20413 is now complete and is part of this amendment bundle. Key 20415 is now a regionally significant locally funded project. Since the funds were previously removed, adding local funds back to the project re-activates the project in the 2018 MTIP.</p>
<p>Project #9 ODOT Key 19720 MTIP ID 70845 NEW</p>	<p>ODOT</p>	<p>OR224 (Milwaukie Expressway): SE Rusk Rd – I-205 OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205 ON OR224 between I-205 and Pheasant Court, Design and construct an additional westbound travel lane and signal improvement.</p>	<p>ADD NEW PROJECT: PE activities began in 2016 as part of the 2015-18 MTIP. The construction phase funding picture was not resolved at that time. The project was not carried over into the 2018 MTIP, but remained a prior obligated project. With the construction phase funding now available, the project is being brought forward to the 2018 active years as a fully funded project. The limits have been reduced and will now only proceed west from I-205 to Pheasant Court.</p>

<p>Project #10</p> <p>ODOT Key 18814</p> <p>MTIP ID 70771</p>	<p>Portland</p>	<p>Connected Cully</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>SCOPE CHANGE:</p> <p>The cost estimate for all project elements exceeds the available funding under the federal grant resulting in the removal of 4 of 6 approved location segments. Budget changes: ADA impacts impacting PE , the ROW estimate has been reduced and moves federal \$ off the ROW phase and onto PE & Construction to assist in delivery needs</p>
<p>Project #11</p> <p>ODOT Key 21340</p> <p>MTIP ID TBD NEW</p>	<p>Portland</p>	<p>Cully Neighborhood Bike & Pedestrian Connections (Portland)</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>ADD NEW PROJECT:</p> <p>This locally funded project by Portland represents the removed scope elements from Key 18814. The project will construct walking and biking improvements in the Cully neighborhood on three alignments 54th/56th , NE 60th, and NE 66th/67th</p>
<p>Project #12</p> <p>ODOT Key 19723</p> <p>MTIP ID 70840</p>	<p>Portland</p>	<p>HSIP 2016 Bike/Ped Improvements Portland</p> <p>Pavement markings and signs. Pedestrian refuge island, curb extensions and rapid flash beacon.</p>	<p>SCOPE CHANGE:</p> <p>The amendment adjusts the project name, scope and costs. Various locations are identified as part of the project for HSIP program safety upgrades. A review of the proposed locations and the priority of the available funding resulted in some locations being removed. Other locations require upgrades. The net result is the number of HSIP funded sites are reduced while the project cost increased. An additional \$318,186 has been committed to the project to complete the proposed safety upgrades.</p>
<p>Project #13</p> <p>ODOT Key 17268</p> <p>MTIP ID 70005</p>	<p>Portland</p>	<p>Red Electric Trail SW Bertha – SW Vermont SEC Red Electric Trail: SW Berth Blvd - SW Capitol Highway</p> <p>Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail, an on-street bike boulevard with sidewalks, and potentially a widened off-street sidewalk around SW Bertha Blvd. Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope.</p>	<p>SCOPE CHANGE:</p> <p>Portland removed multiple original scope elements from the project and requested a scope change to keep the project within budget limits. The scope change required a new CMAQ air quality emission reduction analysis to be completed. AS a Transportation Control Measure, the scope change was reviewed as an eligible suitable substitute. The project now will construction an off-street bike trail between SW Bertha Blvd and SW Capitol Highway. The project is also required to relocate a water line as part of the new approved scope.</p>
<p>Project #14</p> <p>ODOT Key 19292</p> <p>MTIP ID 70672</p>	<p>Metro</p>	<p>Regional Travel Options Program (2018)</p> <p>Region-wide. The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>SPLIT FUNDING:</p> <p>Key 19292 represents Metro FY 2018 RFFA Step 1 STP allocation in support of RTO activities. This amendment splits \$583,932 of STP to TriMet and \$81,306 of STP to SMART for FY 2018 RTO activities</p>
<p>Project #15</p> <p>ODOT Key TBD NEW</p> <p>MTIP ID TBD NEW</p>	<p>SMART</p>	<p>SMART Regional Travel Options Program (FY 2018)</p> <p>The FY 2018 RTO allocation to SMART from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>ADD NEW PROJECT:</p> <p>The formal amendment splits \$81,306 of STP from Key 19292 and commits it (with match) in support of SMART's FY 2018 RTO activities</p>
<p>Project #16</p> <p>ODOT Key TBD NEW</p> <p>MTIP ID TBD NEW</p>	<p>TriMet</p>	<p>TriMet Regional Travel Options Program (FY 2018)</p> <p>The FY 2018 RTO allocation to TriMet from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>ADD NEW PROJECT:</p> <p>The formal amendment splits \$502,626 of STP from Key 19292 and commits it (with match) in support of TriMet's FY 2018 RTO activities.</p>

Project #17 ODOT Key 19749 MTIP ID 70848	Washington County	Beef Bend Culvert Replacement Emergency Relief project. In Washington County on Beef Bend Road , culvert and embankment replacement	COST INCREASE/PHASE SLIP: Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 and is being slipped to 2019 (with FHWA approval) through this amendment.
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What is the requested action?

Staff is requesting JPACT approval recommendation to the Metro Council for resolution 18-4897 and then on to the Metro Council enabling the seventeen identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Background: June 2018 Formal Amendment.

Federal transportation improvement funds are allocated to the states annually and usually include required obligation targets. They also arrive with shelf-life expiration timing. The annual obligation targets are determined by USDOT. They set the minimum obligation numbers the states and MPOs must reach each year. While USDOT establishes the obligation targets for each federal funding program, a general unwritten rule exists as a frame of reference. The basic obligation rule states that the DOT and MPOs need to annually obligate at least 80% of their allocated federal funds they programmed for that year. If the DOT and MPOs are obligating at least 80% of their annual federal allocations, then generally, the DOT and MPOs are programming and expending their federal allocations and appropriations sufficiently in a timely fashion. Note: There are exceptions to the 80% rule depending on the funding program and whether it originates from FHWA or FTA.

A key purpose of the MTIP and STIP is that it provides a four-year picture of where the region has committed its federal funding, who will be implementing the projects, and when the region will be obligating plus expending the federal funds. USDOT considers the MTIP a legal promise by the region to obligate and expend its allocated federal funds. Based on the annual programming, USDOT ensures the federal funds will be available at the time obligation.

Those who have received and implemented federally funded transportation projects clearly understand the complexities and difficulties in obligating their federal transportation funds, implementing the project, expending the federal funds, and seeking reimbursement all in a timely fashion. Much of the federal transportation delivery process is based on legal requirements to ensure the federal funds are used correctly. Unfortunately from pre-design through NEPA, final design, right-of- way acquisition, utility relocation, construction bid advertising to finally reaching construction implementation, enough hurdles, challenges, and unforeseen problems may exist that can easily derail a project’s scope, funding, and schedule for delivery.

Each year beginning around March, project assessments begin on the actual probability of a project phase’s obligation by the end of the federal fiscal year. By June, decisions need to occur whether or not the current year federal programming amounts can be obligated by the end of the federal fiscal year, or should be slipped to the next federal fiscal year. Decisions need to occur to shift funding around projects to help fund leverage allocated funding and still meet obligation targets. Decisions have to occur to delay projects and reassess project schedules. Finally, decisions need to occur that decide the fate of cannibalizing the funding from one project to salvage another project. By far the state DOT has the most difficult task in making these decisions since the DOT has the greatest number of projects. Since the DOT and MPOs have annual obligation targets that must met in order not lose or receive future federal allocations, all usually are pretty motivated to see the current year phase programming obligated by the end of the federal fiscal year.

The monthly June formal amendment provides the Metro region the last guaranteed amendment where changes can be accomplished in time to still obligate the project’s federally funded phase before the end of the federal fiscal year. The June formal amendment usually is large and complicated and results in numerous compromises, or painful decisions to help ensure the agency will meet their annual obligation targets.

A detailed summary of the seventeen projects being amended is provided in the below tables:

<p>Projects #1-5</p> <p>Keys:</p> <p>18760 I-5: N Denver Ave NB Tunnel Illumination</p> <p>18761 OR217: SW Allen Blvd & Denny Rd Interchanges</p> <p>20450 I-5 at I-205 Interchange</p> <p>20475 I-205 at OR43</p> <p>19652 I-5: Marquam BR Electrical & Lighting System Replace</p>		
Lead Agency:	ODOT	
ODOT Key Numbers:	18760, 18761, 20450, 20475, and 19652	MTIP ID Numbers: 70759, 70760, 70995, 71003, & 70833
Project Description:	The projects involve planned lighting/illumination improvements.	
What is changing?	<p>ODOT’s review of the projects determined the I-5 Marquam Bridge Electrical & Lighting Systems Replacement project (key 19652) was short-funded, but the highest priority to complete. As a result of the review, project funding from the other projects is being transferred to the I-5 Marquam Bridge project as follows:</p> <ul style="list-style-type: none"> - Key 18760 I-5 N Denver Ave NB Tunnel Illumination: Moves \$246,000 to Key 19652 (I-5 Marquam). Key 18760 is left with only prior obligated PE funding of \$75,000. - Key 18761 OR217 SW Allen Blvd & Denny Blvd Rd Interchanges: Moves a total of \$180,000 to Key 19652. \$24,000 of prior obligated PE funding remains with the project. - Key 20450 I-5 at I-205 Interchange: A total of \$500,000 is transferred to Key 19652. This represents the entire funding for Key 20450. As a result of the transfer, Key 20450 is canceled in the MTIP and STIP - Key 20475 I-205 at OR 43: Moves the entire project funding of \$143,043 to Key 19652. As a result Key 20475 is canceled from the MTIP and STIP - Key 19652 I-5 Marquam Bridge Electrical and Lighting System Replacement: As a results of the fund transfers, the project funding increases from \$1,848,076 to \$2,938,120. 	
Additional Details:	<p>From the OTC Staff Report:</p> <p><u>Interstate 5: Marquam Bridge electric and lighting system replace</u> – This project was originally added to the 2015-2018 Statewide Transportation Improvement Program (STIP) and funded by the Statewide Fix-It Bridge program. The purpose of the project is to replace the lighting and electrical systems on the upper deck of the Marquam Bridge.</p> <p>Scoping efforts a few years ago revealed that existing conduit on both decks is starting erode and fail due to the natural oscillation that occurs on the structure. Over time, maintenance fixes have made the existing electrical system inaccessible for repairs and upgrade. When this project was originally funded, the intent was to prioritize the top deck and upgrade the bottom deck as funding allows.</p>	

	<p>If this request for added funds is approved, the added budget will allow for upgrading all conduit systems on the bridge and will upgrade lighting fixtures and bulbs to light emitting diode (LED) technology that will allow for easier maintenance and energy cost savings.</p> <p>If the request to add funds to this project is not approved, the top deck conduit will be replaced and lighting upgraded as originally planned.</p> <p><u>Oregon Highway 217: Southwest Allen boulevard and Southwest Denny interchanges</u> – This project was originally included in the 2015-2018 STIP as an operations project in the Fix-It program. The purpose is to upgrade electrical systems and illumination at interchanges of Oregon Highway 217 at Allen boulevard and Denney road. Since the initial programming of this project, funding has been identified for widening work on both the northbound and southbound sections of Oregon Highway 217. In addition, initial design determined that funds are likely not adequate for the upgrades originally scoped. Program managers have decided that cancelling this project and reallocating to the Marquam Bridge illumination project is a higher priority for these funds since design and construction of Oregon Highway 217 upgrades are likely to change the illumination needs at the Allen and Denny interchanges anyway. This project will be cancelled and remaining funds will be re-allocated to the Marquam Bridge lighting project.</p> <p><u>Interstate 5: North Denver avenue northbound tunnel illumination</u>- This project was originally included in the 2015-2018 STIP as an operations project in the Fix-It program. The purpose of the project is to replace the existing fixtures and conduit to improve lighting in the tunnel and make maintenance of the luminaries safer and cheaper for maintenance. During initial design, it was determined that the budget for construction is insufficient to bring the tunnel lighting to current standards and implement the latest technology. The program managers have decided to cancel this project now and pursue funding in a future STIP cycle for more advance lighting technology that will meet standards, have lower energy consumption, and be much safer and easier for maintenance crews to maintain. Since the Marquam Bridge lighting updates are a higher priority and need, the remaining funds in this project will be re-allocated there.</p> <p><u>Interstate 5 at Interstate 205 Interchange and Interstate 205 at Oregon Highway 43 Illumination</u> – Both of these projects were scoped, developed, and programmed as operations improvements in the Fix-It program for the 2018-2021 STIP. Concurrent with the transition to the 2018-2021 STIP, ODOT has been developing and implementing major projects on the Interstate 5 and Interstate 205 corridors that require intricate coordination with other projects in the area to avoid adverse impacts to the traveling public. Closer review of the two illumination projects determined that funds are not sufficient for a standalone project and that the specifications for these particular illumination upgrades may change due to the nature of the bigger interstate improvement projects. Program managers have decided that a better use of the funds would be to address the illumination upgrades needed on the Marquam Bridge project since it is still undetermined how the interstate improvements will influence the original intent of these two projects. Both projects are to be cancelled and funds transferred to the Interstate 5: Marquam Bridge electric and lighting system replace project.</p>
<p>Why a Formal amendment is required?</p>	<p>The net cost change to Key 19652 is \$1,090,044 which represents a 58.9% cost increase to the project which is above the 20% threshold for administrative modifications.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming in key 19652 increases from \$1,848,076 to \$2,938,120</p>
<p>Added Notes:</p>	<p>OTC approval was required and occurred during their May 2018 meeting</p>

Project #6: OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park	
Lead Agency:	ODOT
ODOT Key Number:	18769 MTIP ID Number: 70801
Project Description:	On OR99E near Oregon City, inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch
What is changing?	Due to higher than anticipated construction phase bids, both the PE and construction phases are short-funded and need additional funding. In April 2018, Metro complete an administrative modification to the project to increase the construction phase funding to \$1,733,001. Although Metro completed the adjustment administratively, ODOT determined an additional cost increase was needed to the construction phase and held off increasing the construction phase until an accurate total was known For ODOT, the project cost increases from 1,889,000 to \$2,289,000 = a \$400,000 increase and is above the 20% threshold at 21%. At ODOT's request, the cost increase has proceeded as a formal amendment to the MTIP.
Additional Details:	Per the Change Management Request (CMR) The bid for 99E Rockfall Project came in 32% over the engineer's estimate. PE also has a cost overrun, The deficit totals \$400,000. The reasons for the increase include: <ol style="list-style-type: none"> 1. The rockfall specific elements for the project came in \$217,000 over the engineer's estimate 2. Traffic Protection & Direction of Traffic (TP & DT) are a combined \$90,000 over the estimate. 3. Paving al came in substantially high likely due to the relatively small volume of work
Why a Formal amendment is required?	Because the earlier administrative amendment to increase construction was not approved in the STIP, the cost increase is occurring as a formal amendment based on the pre-admin mod cost for the construction phase.
Total Programmed Amount:	The total project programming amount increases to \$2,288,990
Added Notes:	

Project #7: US30BY (Lombard) Safety Extension US30BY (Lombard) North Fiske Ave to North Wilbur	
Lead Agency:	ODOT
ODOT Key Number:	20413 MTIP ID Number: 70969
Project Description:	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed
What is changing?	The amendment commits additional funding from the Americans Disability Act (ADA) program to the project and changes the delivery strategy with a second project to be completed and locally funded by the city of Portland. The additional funding will address ADA design and construction requirements.
Additional Details:	From the OTC Staff Report: The original purpose of the U.S. Route 30 (Lombard) Safety Extension project is to improve safety for all modes on North Lombard Street in north Portland by using a mixture of treatments and funding opportunities. During initial design of the U.S. Route 30 (Lombard) Safety Extension project, funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project

	<p>extent. Cost increases are due to the need to design and construct this significant safety improvement project as originally programmed. This includes hiring a consultant firm to complete the design, provide bid assistance, and provide construction-engineering services for the project. The current scope of the project proposes to rebuild seven traffic signals on North Lombard between North Fiske Avenue and North Wilbur Avenue. This includes an estimated 122 curb ramps that need to meet current ADA standards.</p> <p>The programmed budget for the U.S. Route 30 (Lombard) Safety Extension project is short an estimated \$1.2 million dollars which would require the project team to remove scope that amounts to the equivalent of one traffic signal rebuild. Since this is an important safety project in the region, ODOT has been exploring options to address cost increases. We have asked for and received a \$930,000 allocation from our ADA program funds and through negotiations with the City of Portland, we have freed up federal and state funds allocated to the U.S. Route 30 (Lombard) at Fenwick project.</p> <p>The summary of cost and name changes is as follows:</p> <ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) will provide \$930,000 from ADA Program funds. • The U.S. Route 30 (Lombard) at Fenwick project will be completed by the City of Portland with all local funds. (See Key 201415 – this amendment bundle.) • \$1,217,896 in federal and state ODOT Fix-It funds programmed for U.S. Route 30 (Lombard) at Fenwick will be reallocated to the U.S. Route 30 (Lombard) Safety Extension project. • The U.S. Route 30 (Lombard) Safety Extension project will increase by a total of \$2,147,896 and the name will be change to U.S. Route 30 (Lombard): North Fiske Avenue to North Wilbur Avenue.
Why a Formal amendment is required?	The cost increase of \$2,147,846 equals a 25.6% cost change to the project. The threshold for cost changes for \$1 million or greater project costs via an administrative modification is 20%.
Total Programmed Amount:	The total project programming will increase from \$8,377,038 to \$10,524,884
Added Notes:	OTC approval was required and occurred during their May 2018 meeting.

Project #8:	US30BY (Lombard) at Fenwick		
Lead Agency:	Portland		
ODOT Key Number:	20415	MTIP ID Number:	70971
Project Description:	Full signal upgrade; ADA improvements; and access management.		
What is changing?	The amendment adds a new locally funded project to the 2018 MTIP: The U.S. Route 30 (Lombard) at Fenwick project will be completed by the City of Portland with all local funds. The project is now separated from the US30BY (Lombard) North Fiske Ave to North Wilbur and is being to the 2018 MTIP and STIP as a stand-alone project.		
Additional Details:	The original purpose of the U.S. Route 30 (Lombard) at Fenwick project is to do a full signal upgrade, required ADA improvements, and implement access management at the intersection of Lombard and Fenwick. Negotiations with the City of Portland resulted in an alternative fund source and delivery method for the U.S. Route 30 (Lombard) at Fenwick project. Design and construction of the same project scope can now be accomplished by the City of Portland using their Transportation System Development Charge (TSDC) funds allowing for reallocation of federal and state ODOT Fix-It funds to be used on the Lombard Safety extension project.		
Why a Formal amendment is required?	New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix		
Total Programmed Amount:	The total programmed amount for the project		
Added Notes:	OTC approval was required and occurred during their May 2018 meeting		


Project #9:	OR224 (Milwaukie Expressway): SE Rusk Rd - I-205 OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205		
Lead Agency:	ODOT		
ODOT Key Number:	19720	MTIP ID Number:	70845
Project Description:	Design and construct an additional westbound travel lane and signal improvement.		
What is changing?	The amendment adds a new fully funded project to the 2018 MTIP		
Additional Details:	<p>From the OTC Staff Report:</p> <p>The intent of the Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project is to add capacity in the westbound direction and improve overall operations on Oregon Route 244 from Rusk road to the Interstate 205 junction. The project was identified as an opportunity during development of the Sunrise Environment Impact Statement (EIS) and designed as part of the Jobs and Transportation Act (JTA) Sunrise Corridor project. Currently it is funded for design as a shelf ready while Oregon Department of Transportation (ODOT) identifies funding for construction.</p> <p>The scope of work that is currently in final design includes:</p> <ul style="list-style-type: none"> • New traffic signal installations at Oregon Highway 213 ramp terminal, Johnson Road, and Southeast Pheasant Court; • Modification of signal at Webster Road; • Installation of Intelligent Transportation Systems (ITS) interconnect between signals; • Installation of signage, crosswalks, and curb ramp upgrades; • Installation of new guardrail; • Necessary geotechnical, water quality, contaminated soils and retaining wall work; and, • Pavement resurfacing; <p>As the Sunrise Corridor JTA project neared completion the project team analyzed the remaining budget and moved forward with plans to fund priorities in the area. Since the funds are legislatively tied to elements of the Sunrise EIS, the team met with local governments and considered how to best allocate the remaining funds to priority elements of the larger sunrise project. The remaining JTA funds were programmed as follows:</p> <ul style="list-style-type: none"> • Finalizing purchase of right-of-way from willing sellers to protect the Sunrise Corridor for future extensions. • Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project and the Interstate 205 Sunnybrook Exit Auxiliary lane projects were funded as design (shelf-ready) project to address operations and capacity improvements needed on Interstate 205 and Highway 224 in the Sunrise corridor. • March, 2018: The Oregon Transportation Commission (OTC) approved \$6 million in JTA to fund construction of the Interstate 205 Sunnybrook Exit Auxiliary lane project. • April 2018: OTC approved re-allocation of most of the remaining Sunrise Corridor JTA budget (\$15.4 million) to increase design on the Interstate 205: Stafford Road to Oregon Route 99 East project. <p>The Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project continues design while ODOT evaluated resources for funding construction.</p> <p>ODOT has now identified resources to fund a modified version of the Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project working</p>		

	<p>with Region 2 and Statewide program managers. The revised proposal shortens the project by providing the third westbound lane through Johnson Road (by Lowes), then transitions back to two lanes before Pheasant Court. The below summary provides a definition of the revised project:</p> <ul style="list-style-type: none"> • New traffic signal installations at Oregon Highway 213 ramp terminal and Johnson Road. • Installation of Intelligent Transportation Systems (ITS) interconnect between signals; • Installation of signage, crosswalks, and curb ramp upgrades; • Installation of new guardrail; • Necessary geotechnical, water quality, contaminated soils and retaining wall work; and, • Pavement resurfacing.
Why a Formal amendment is required?	New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix
Total Programmed Amount:	The total project programmed amount is \$12,000,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) is required for this project. OTC approval is scheduled for their June 2018 Meeting.

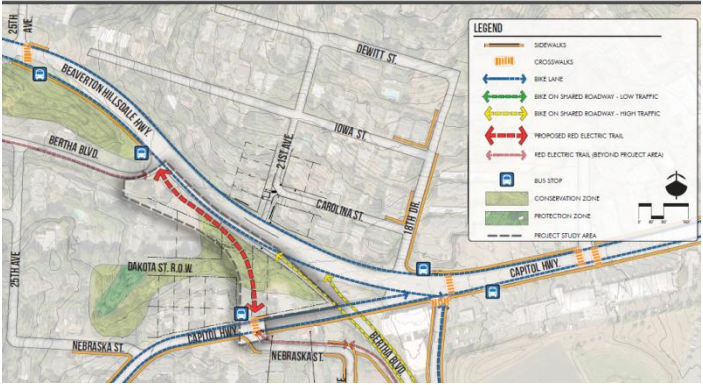
Project #10 & 11:	Connected Cully + Cully Neighborhood Bike and Pedestrian Connections (Portland)																																																																																																
Lead Agency:	Portland																																																																																																
ODOT Key Number:	18814 + 21340	MTIP ID Number:	70771 + TBD																																																																																														
Project Description:	Construct sidewalks and bike connections in the Cully Neighborhood																																																																																																
What is changing?	<p>The amendment changes the project scope by removing 4 of 6 elements due to budget constraint issues. The phases are adjusted for needed budget adjustments. PE and construction increase with ROW decreasing. Federal funds are removed from the ROW phase which now will be locally funded. Budget cost issues emerged from ADA compliance requirements.</p> <p>Per agreement with ODOT, Portland will complete the remaining scope elements removed from 18814 as two separate projects. Key 21340 is the first of two locally funded project for Cully and Portland. The second is Metro's 2019-21 RFFA awarded project already programmed in Key 20817 as shown below.</p> <table border="1" data-bbox="467 1371 1412 1690"> <tr> <td colspan="4">Name: NE 72ND AVE: NE KILLINGSWORTH - NE SANDY BLVD</td> <td colspan="2">Key: 20817</td> </tr> <tr> <td colspan="6">Description: Provide a bicycle and pedestrian parkway along NE 72nd Ave to connect residents to nearby commercial areas, schools, parks and green spaces in Cully and Roseway neighborhoods. Project to connect to the 70s Greenway to the south. Region: 1</td> </tr> <tr> <td colspan="3">MPO: Portland Metro MPO</td> <td colspan="3">Work Type: BIKPED</td> </tr> <tr> <td colspan="3">Applicant: CITY OF PORTLAND</td> <td colspan="3">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <td colspan="6">Location(s)</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> <td>ACT</td> <td>County(s)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> <tr> <td colspan="6">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> <td>Utility Relocation</td> <td>Construction</td> <td>Other</td> <td>Project Total</td> </tr> <tr> <td>Year</td> <td></td> <td>2019</td> <td>2020</td> <td></td> <td>2021</td> <td>2021</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td>\$1,768,892.00</td> <td>\$589,630.00</td> <td></td> <td>\$3,537,784.00</td> <td>\$100,000.00</td> <td>\$5,996,306.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>OTH0 \$1,768,892.00</td> <td>OTH0 \$589,630.00</td> <td></td> <td>OTH0 \$3,537,784.00</td> <td>OTH0 \$100,000.00</td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6">Footnote: RFFA 19-21 Award. Proposed for defederalization through \$2.2 m fund swap with TriMet</td> </tr> </table>			Name: NE 72ND AVE: NE KILLINGSWORTH - NE SANDY BLVD				Key: 20817		Description: Provide a bicycle and pedestrian parkway along NE 72nd Ave to connect residents to nearby commercial areas, schools, parks and green spaces in Cully and Roseway neighborhoods. Project to connect to the 70s Greenway to the south. Region: 1						MPO: Portland Metro MPO			Work Type: BIKPED			Applicant: CITY OF PORTLAND			Status: PROJECT SCHEDULED FOR CONSTRUCTION			Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)					REGION 1 ACT	MULTNOMAH	Current Project Estimate							Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	Year		2019	2020		2021	2021		Total		\$1,768,892.00	\$589,630.00		\$3,537,784.00	\$100,000.00	\$5,996,306.00	Fund 1		OTH0 \$1,768,892.00	OTH0 \$589,630.00		OTH0 \$3,537,784.00	OTH0 \$100,000.00		Match								Footnote: RFFA 19-21 Award. Proposed for defederalization through \$2.2 m fund swap with TriMet					
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Additional Details:	<p>From the OTC Staff Report:</p> <p>The Connected Cully Project was created to provide pedestrian and bicycle connections in the Cully Neighborhood of NE Portland. The Cully neighborhood was incorporated into the City of Portland in 1985 with substandard infrastructure. Today, only 34% of the streets in Cully have sidewalks</p>																																																																																																

	<p>and the neighborhood has the second highest number of miles of unpaved streets in Portland. The lack of a dense grid further requires out-of-direction travel that deters walking and biking.</p> <p>To address these deficiencies, the Connected Cully federal grant project proposed pedestrian and bike improvements on several streets to increase connectivity and access for people who walk, drive, bicycle or use a mobility device. This included sidewalk infill on NE Killingsworth Street, NE Prescott Street and NE 72nd Avenue, a pedestrian path on NE 60th Avenue, and establishment of two north-south Neighborhood Greenways. The project was scoped and received funding under the 2016-18 STIP.</p> <p>When PBOT began working on the project in 2016, project staff quickly realized that the programming amount for each phase was incorrect. In order to justify an amendment to the programming amounts, PBOT was required to provide updated cost estimates for each element of the federal project.</p> <p>The estimating exercise revealed a significant funding shortfall for the overall project. PBOT worked with ODOT Region 1 staff to amend the project scope to more closely match the available funding under the federal grant. PBOT, still committed to constructing the scope elements removed from the federal project, has secured funding to deliver the rest of the project using local funds that become available starting FFY 2019. This locally funded project will be programmed into the STIP so that the public can be assured that all elements originally scoped under KN18814 will be delivered by the City of Portland.</p>
<p>Why a Formal amendment is required?</p>	<p>New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for Key 18814 increases from \$3,337,372 to \$3,917,499. The total programming for Portland's new locally funded project to address the removed scope elements is \$1,972,761</p>
<p>Added Notes:</p>	<p>OTC approval is required and scheduled for their June 2018 meeting</p>

<p>Project #12:</p>	<p>HSIP 2016 Bike/Ped Improvements Portland HSIP City of Portland Bikeped</p>		
<p>Lead Agency:</p>	<p>Portland</p>		
<p>ODOT Key Number:</p>	<p>19723</p>	<p>MTIP ID Number:</p>	<p>70840</p>
<p>Project Description:</p>	<p>In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon.</p>		
<p>What is changing?</p>	<p>The amendment adjusts the project name, scope and costs. Various locations are identified as part of the project for HSIP program safety upgrades. A review of the proposed locations and the priority of the available funding resulted in some locations being removed. Other locations require upgrades. The net result is the number of HSIP funded sites are reduced while the project cost increased and required an additional \$318,186 to be committed to it to complete the proposed safety upgrades.</p>		
<p>Additional Details:</p>	<p>The map on the next page shows the updated HSIP site locations</p>		

	<p>HSIP 2016 Bike/Ped Improvements (Portland) KN 19723 Project Vicinity Map</p> 
<p>Why a Formal amendment is required?</p>	<p>Projects that undergo a significant scope change require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project increases from \$1,463,940 to \$1,782,126</p>
<p>Added Notes:</p>	<p>OTC approval was not required</p>

<p>Project #13:</p>	<p>Red Electric Trail SW Bertha - SW Vermont SEC Red Electric Trail: SW Berth Blvd - SW Capitol Highway</p>		
<p>Lead Agency:</p>	<p>Portland</p>		
<p>ODOT Key Number:</p>	<p>17268</p>	<p>MTIP ID Number:</p>	<p>70005</p>
<p>Project Description:</p>	<p>Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail, an on-street bike boulevard with sidewalks, and potentially a widened off-street sidewalk around SW Bertha Blvd. Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope.</p>		
<p>What is changing?</p>	<p>The amendment completes a required scope change to enable the project to move forward for construction. Due to revised project cost and a requirement to relocate a water line, Portland identified that two of three original awarded scope elements would need to be removed to keep the project within budgetary limits.</p> <p>Because a significant portion of the project was funded with CMAQ and that the project was identified as a Transportation Control measure, changing the scope became a complicated process. First, a revised scope option had to be identified that would satisfy the project's TCM status as a suitable substitute. Second, a new air quality emission reduction analysis would need to be completed that validated that revised project scope would equal or better air quality benefits. Metro, working with the State CMAQ manager and DEQ completed both requirements. Metro, the State CMAQ manager, and DEQ determined the revised project scope met the criteria as a TCM suitable substitute. The new air quality emission reduction analysis was also determined to be satisfactory.</p> <p>The revised scope now provides a simplified off-street bike/ped trail between Bertha</p>		

	<p>Blvd and Capitol Hwy running parallel to Beaverton Hillsdale Hwy as shown below.</p> 
<p>Additional Details:</p>	<p>During PE, an additional scope element emerged which requires the relocation of a Portland Water Bureau water line. The water line relocation was mandated at the 60% design stage due to seven feet of fill of proposed for placement in that area and the cast iron pipe is highly likely to experience a brittle fracture due to the construction vibration compaction, and differential loading.</p>
<p>Why a Formal amendment is required?</p>	<p>Projects that require a major scope change STIP need a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project increases from \$4,006,292 to \$4,136,292</p>
<p>Added Notes:</p>	

<p>Projects #14-16: (Metro) Regional Travel Options (2018) SMART Regional Travel Options Program (2018) TriMet Regional Travel Options Program (2018)</p>	
<p>Lead Agency:</p>	<p>Metro, SMART, and TriMet</p>
<p>ODOT Key Number:</p>	<p>19292 & New TBD</p>
<p>MTIP ID Number:</p>	<p>70672 + New TBD</p>
<p>Project Description:</p>	<p>RFFA Allocation to Metro to complete required Regional Travel Options (RTO) scope activities. From the approved funding in Key 19292, two portions will be split off with an allocation to SMART and TriMet to complete RTO activities</p>
<p>What is changing?</p>	<p>This amendment provides their annual RTO federal allocation for 2018 to SMART and TriMet</p>
<p>Additional Details:</p>	<p>The Regional Travel Options program includes:</p> <ul style="list-style-type: none"> • A coordinated education and outreach effort to efficiently use public dollars to reach key audiences • An employer outreach program to save employers and employees money • A regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely • A regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around • A grant program that funds partner efforts, such as The Street Trust's Bike Commute Challenge, TriMet's and TMA's work with employers, Ride Connection's RideWise travel training program for seniors and people with disabilities, and Portland Sunday Parkways • Funding for bicycle racks, way-finding signage and other tools that help people to walk and bicycle • Funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.
<p>Why a Formal amendment is required?</p>	<p>New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix. Second, new formal metro allocations also require a full MTIP amendment.</p>

Total Programmed Amount:	\$81,306 of federal STP + \$9,306 of local match (\$90,612 total) is split off from the Metro RTO allocation in Key 19292 for SMART for FY 2018 \$502,626 of federal STP + \$57,528 of local match (\$560,154 total) is split off from the Metro RTO allocation in Key 19292 for TriMet for 2018
Added Notes:	Annual RTO allocation for SMART and TriMet

Project #17:	
Lead Agency:	Washington County
ODOT Key Number:	19749
MTIP ID Number:	70971
Project Description:	In Washington County on Beef Bend Road , culvert and embankment replacement
What is changing?	Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 as a result to address the new requirements, and is being slipped to 2019 (with FHWA approval) through this amendment.
Additional Details:	As this project progressed it became clear that environmental regulation requirements were going to require this project to install major mitigation components. The additional mitigation required by Clean Water Services included vegetated swales, a LIDA swale, and a vegetated filter strip. The addition of these components impacts the CN budget and adds new R/W acquisitions to the project, which in turn triggered new funding requests, STIP amendments, contract amendments, and design changes. It became clear that this project did not have enough time to complete R/W clearances to meet the construction window for the 2018 period.
Why a Formal amendment is required?	The cost increase to the project of \$550,500 equals a 27.9% which is above the 20% administrative modification threshold for cost changes for project that cost \$1 million or greater.
Total Programmed Amount:	The total programmed amount for the project increases from \$1,988,500 to 2,544,000
Added Notes:	The construction phase slip to 2018 required FHWA approval.

Note: The Amendment Matrix at right is included as a reference the rules and justification for Formal Amendment and Administrative Modifications 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:

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.

- 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
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the June 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	May 30, 2018
● TPAC notification and approval recommendation.....	June 1, 2018
● JPACT approval and recommendation to Council.....	June 21, 2018
● Completion of public notification process.....	June 28, 2018
● Metro Council approval.....	June 28, 2018* or July 19, 2018*

*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction. The revised Council would occur on July 19, 2018.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	July 2, 2018
● Amendment bundle submission to ODOT for review.....	July 3, 2018
● Submission of the final amendment package to USDOT	July 6, 2018

- ODOT clarification and approval..... End of July, 2018
- USDOT clarification and final amendment approval..... End of July, 2018

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 18-4897.

Attachment: Project Location Maps

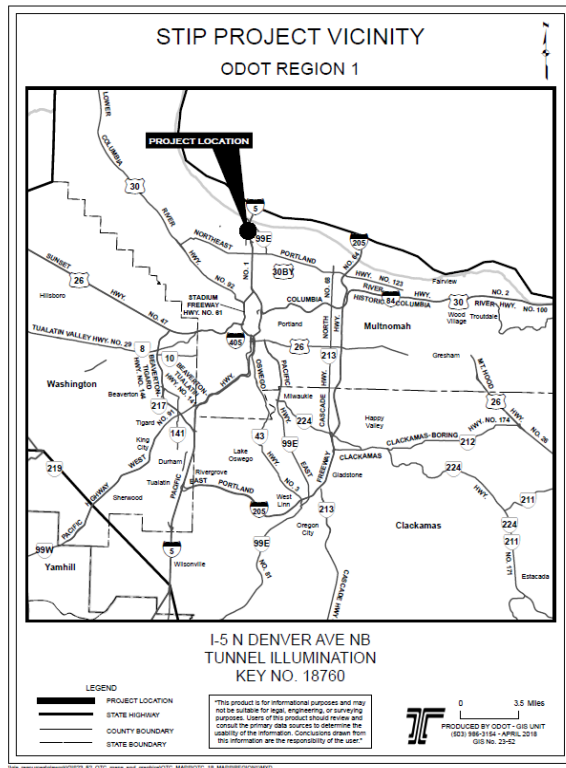
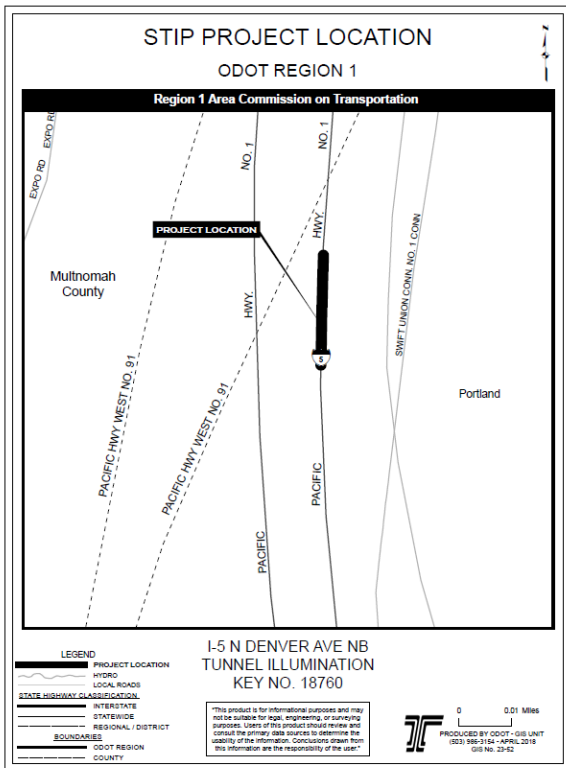
Date: Tuesday, June 5, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the June 2018 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

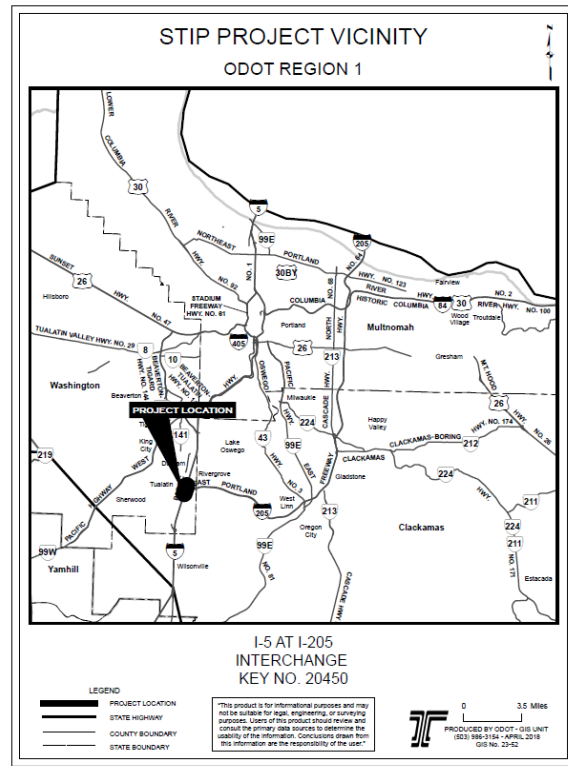
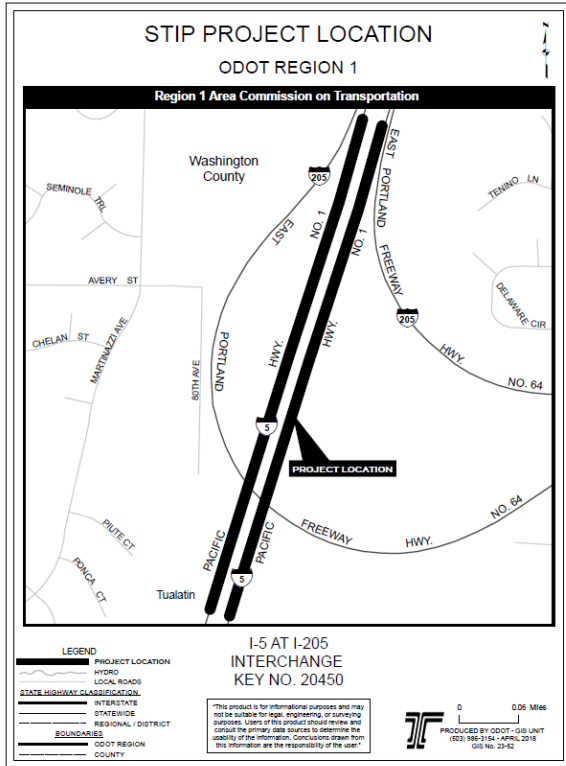
Available project location maps are included in this attachment to the staff report for reference for their applicable projects. Maps are included for:

- Key 18760 – I-5: N Denver Ave NB tunnel illumination
- Key 18761 - OR217: SW Allen Blvd & Denny Rd Interchanges
- Key 20450 – I-5 at I-205 Interchange
- Key 20475 – I-205 at OR43
- Key 19652 – I-5 Marquam Br Electrical & Lighting System Replace
- Key 18769 – OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park
- Key 20413 – US30BY (Lombard) North Fiske to North Wilbur
- Key 20415 – US30BY (Lombard) at Fenwick
- Key 19720 – OR224 (Milwaukie Expressway): SE Pheasant Ct to I-205
- Key 18814 +21340 – Connected Cully + Cully Neighborhood Bike and Pedestrian Connections (Portland)
- Key 19723 – HSIP 2016 Bike/Ped Improvements Portland
- Key 17268 – Red Electric Trail SW Berth Blvd – SW Capitol Highway
- Key 19749 – Beef Bend Culver Replacement

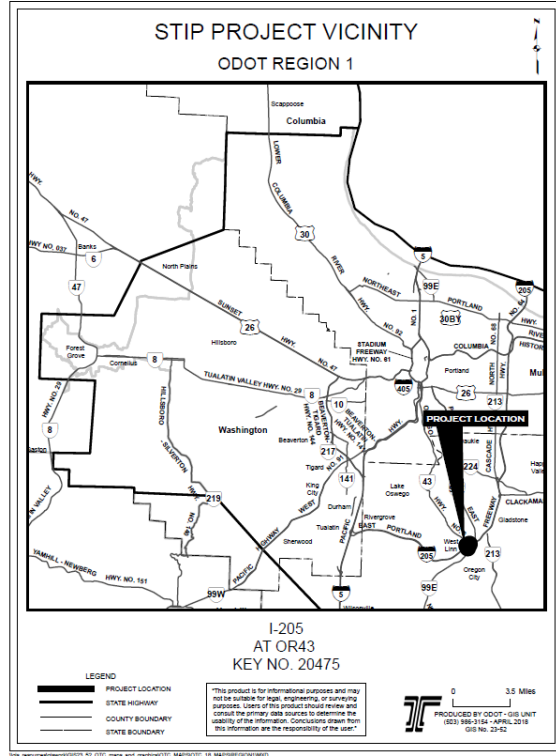
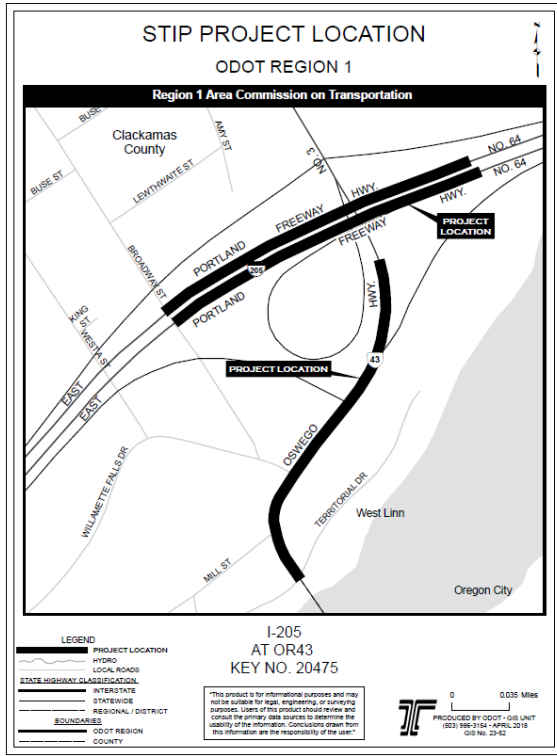
Key 18760
I-5: N Denver Ave NB tunnel illumination



Key 20450
I-5 at I-205 Interchange

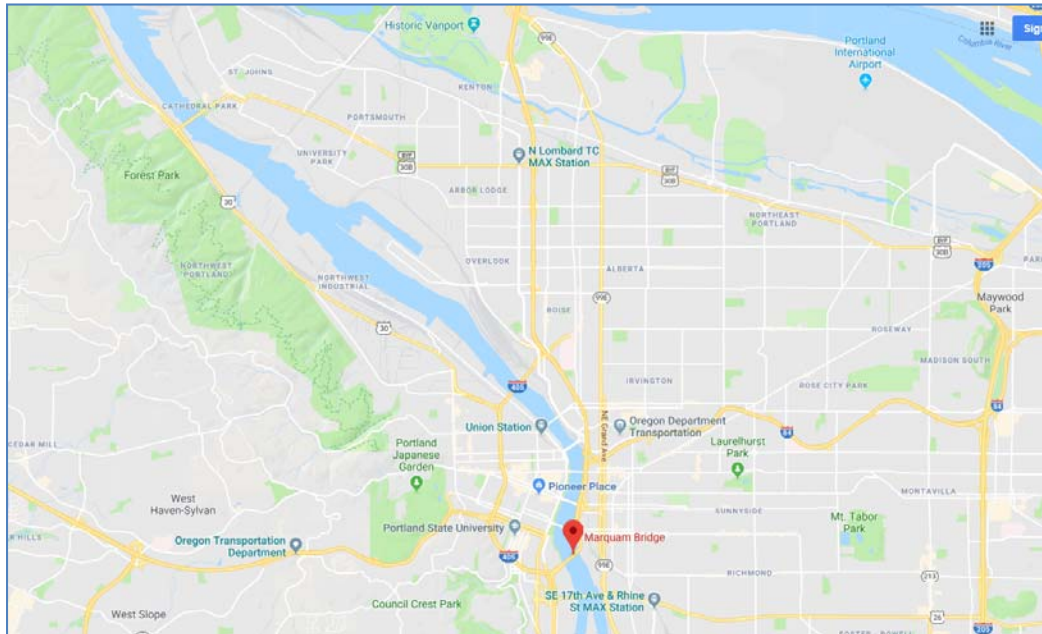
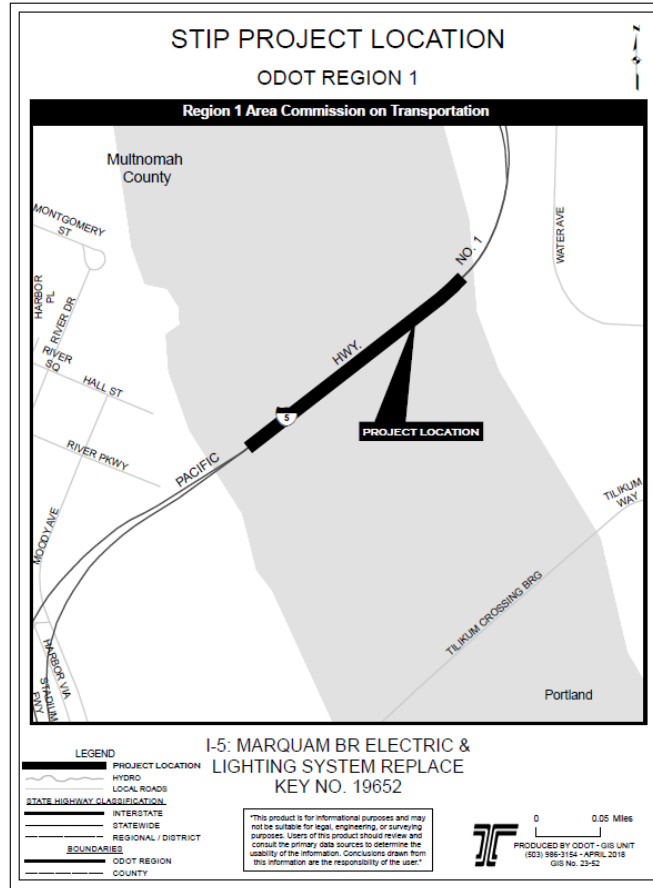


Key 20475
I-205 at OR43



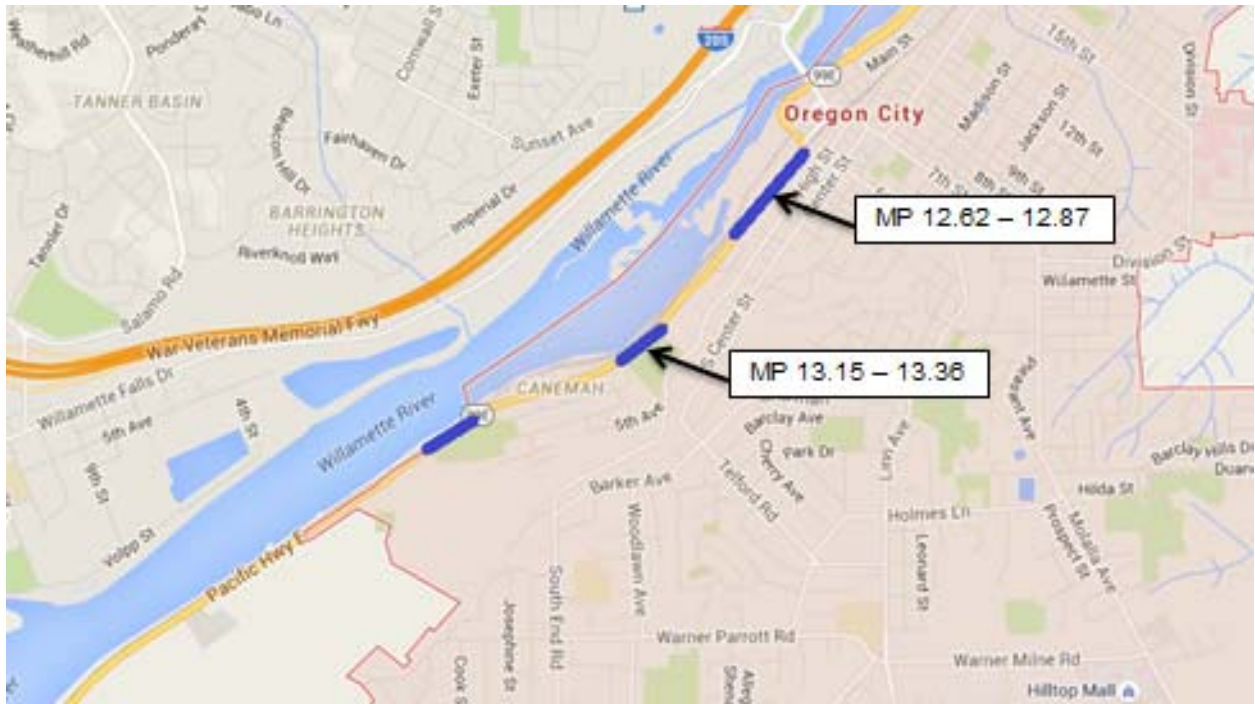
Key 19652

I-5: Marquam BR Electrical & Lighting System Replace

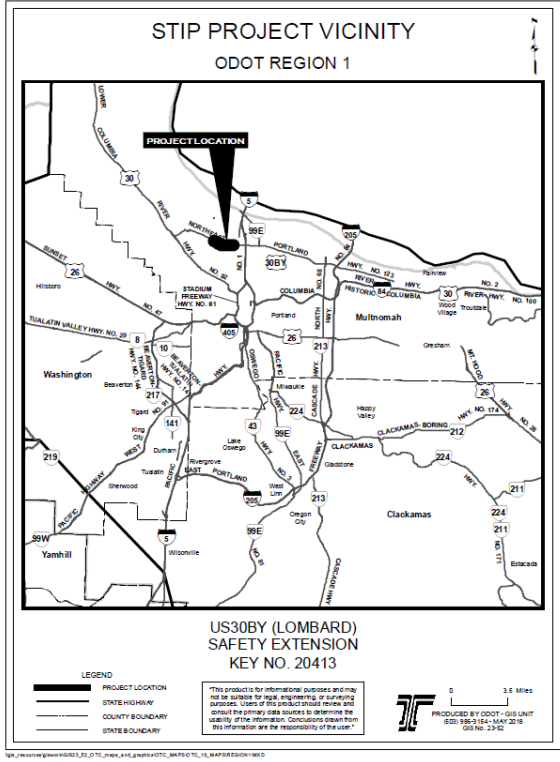
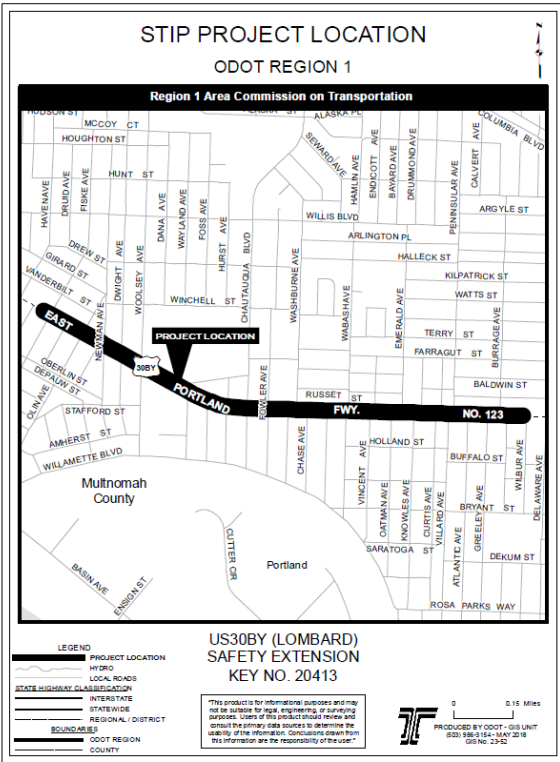


Key 18769

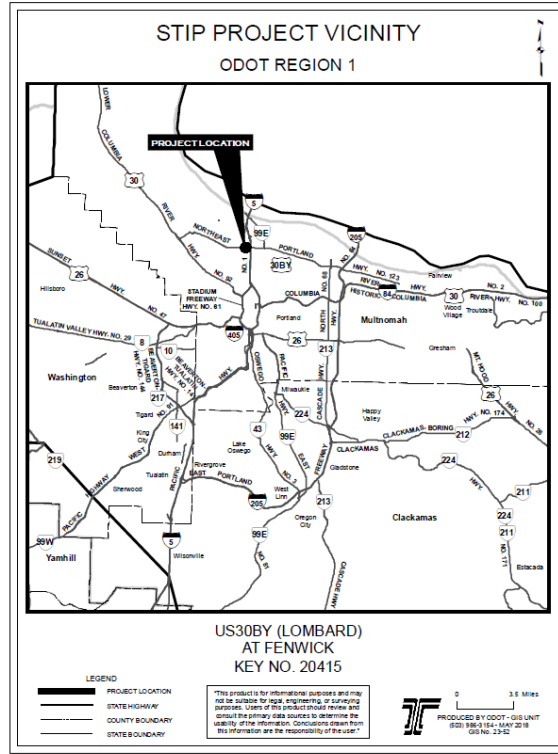
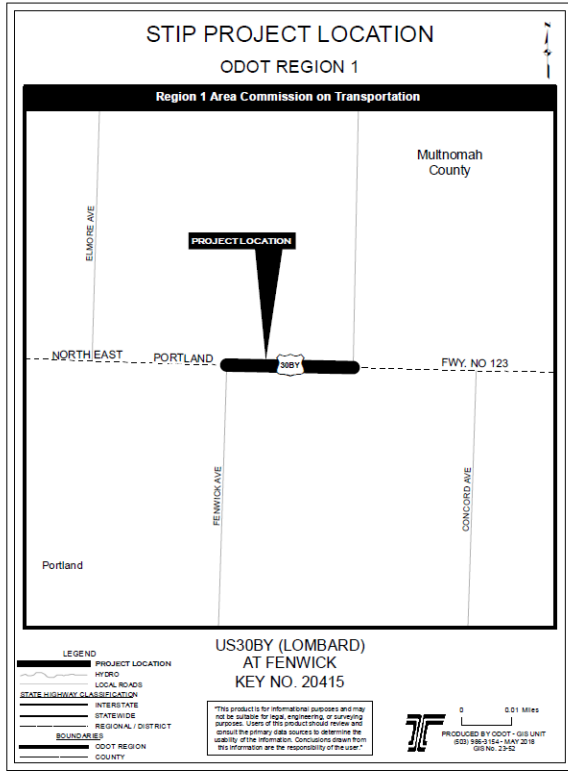
OR99E: Rockfall - Oregon City Tunnel to Old Canemah Park



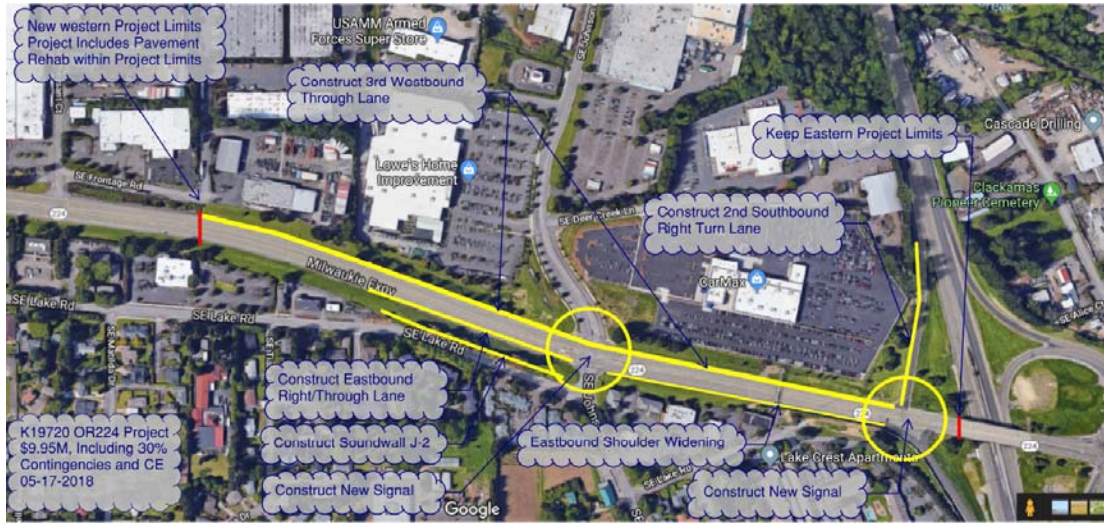
Key 20413
US30BY (Lombard) North Fiske Ave to North Wilbur



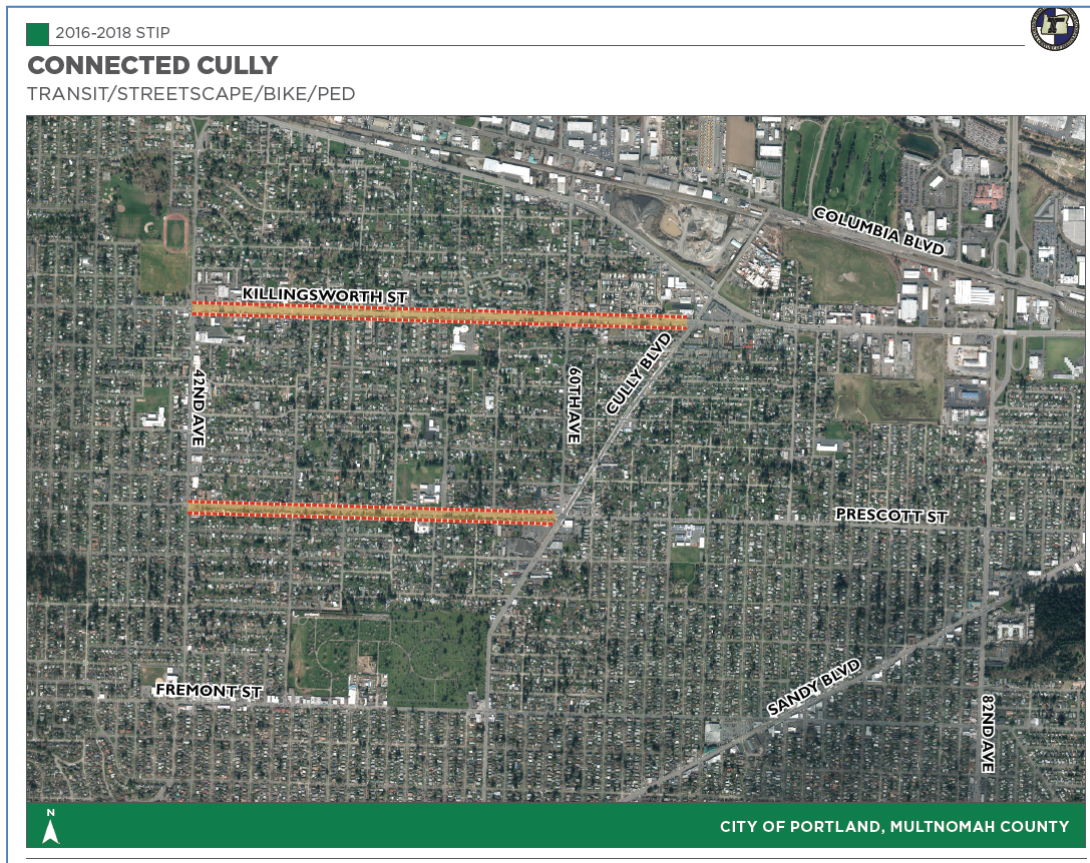
Key 20415
US30BY (Lombard) at Fenwick



Key 19720
OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205



Key 18814 & 21340
Connected Cully + Cully Neighborhood Bike and Pedestrian Connections (Portland)



Key 19723
HSIP 2016 Bike/Ped Improvements Portland

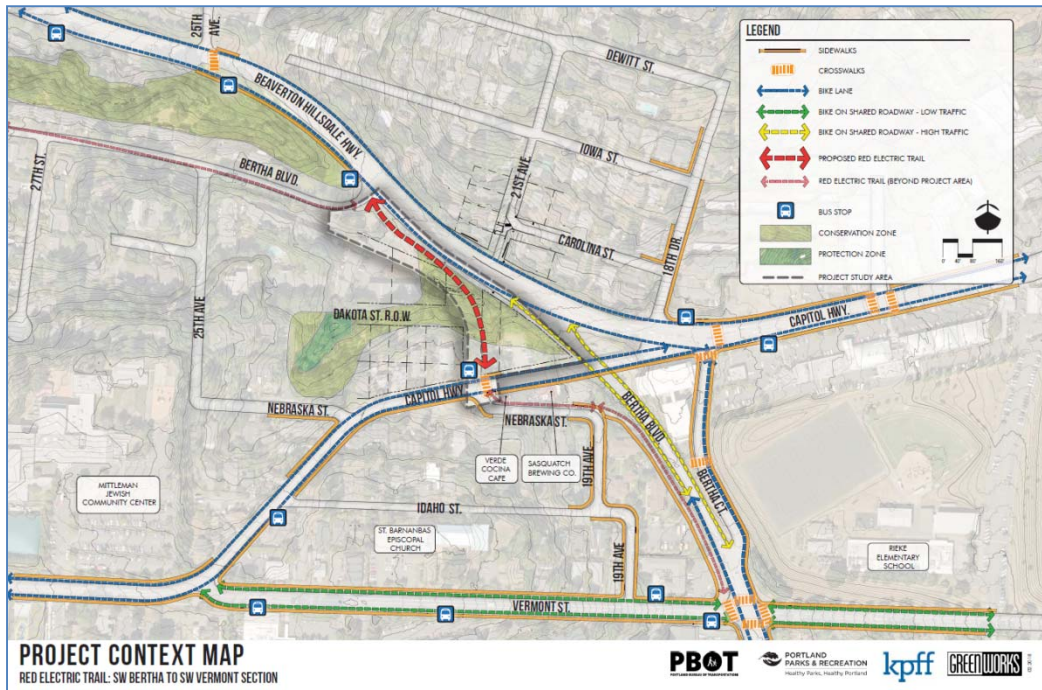
HSIP 2016 Bike/Ped Improvements (Portland)

KN 19723 Project Vicinity Map

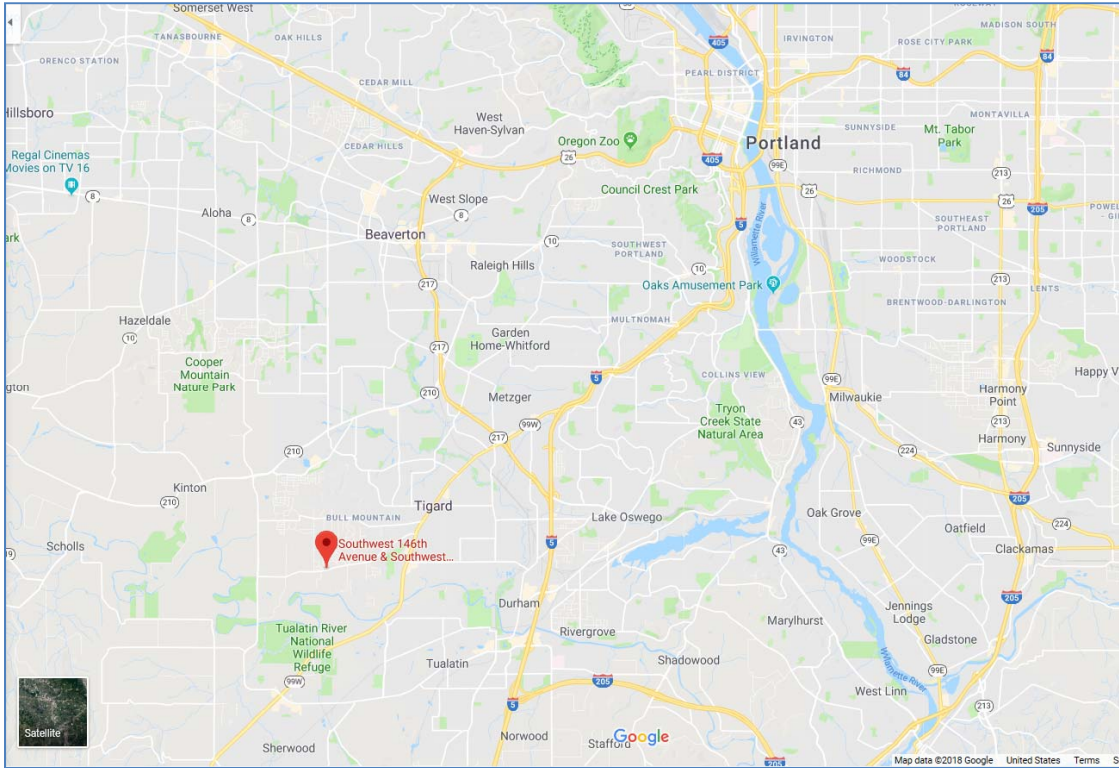


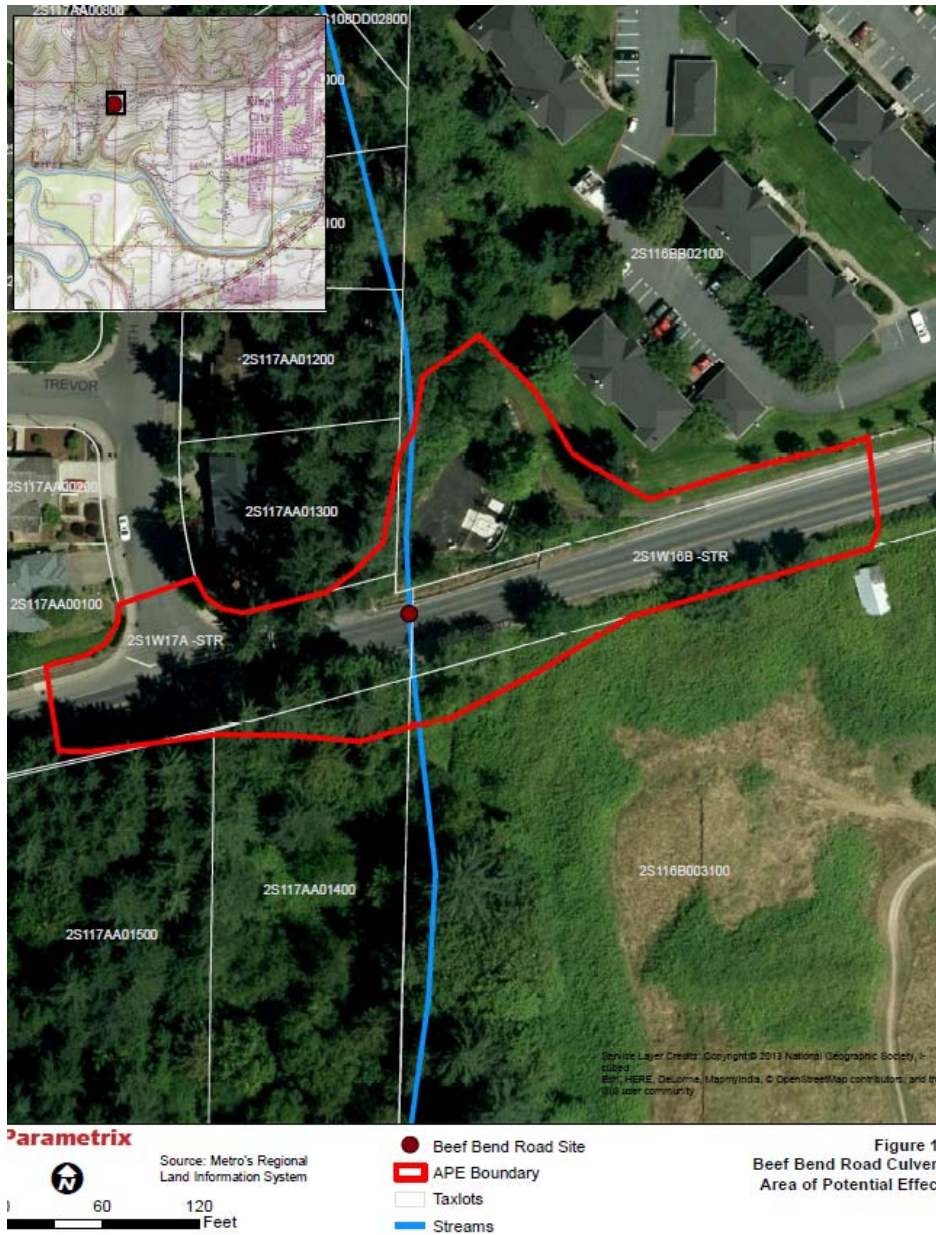
Plot Date: 6/14/2016

Key 19268
Red Electric Trail: SW Bertha Blvd – SW Capitol Highway



Key 19749
Beef Bend Culvert Replacement (*Emergency Relief Awarded Project*)





Memo

Date: June 11, 2018
 To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: 2018 Regional Transportation Plan – June 29 Release of Draft 2018 RTP and regional strategies for public review

PURPOSE

Provide JPACT with an update on development of the draft 2018 Regional Transportation Plan (including updated project lists) and draft strategies for safety, freight, transit and emerging technology for public review. Pending Metro Council direction, Metro staff will release the draft RTP and strategies for public review on June 29.

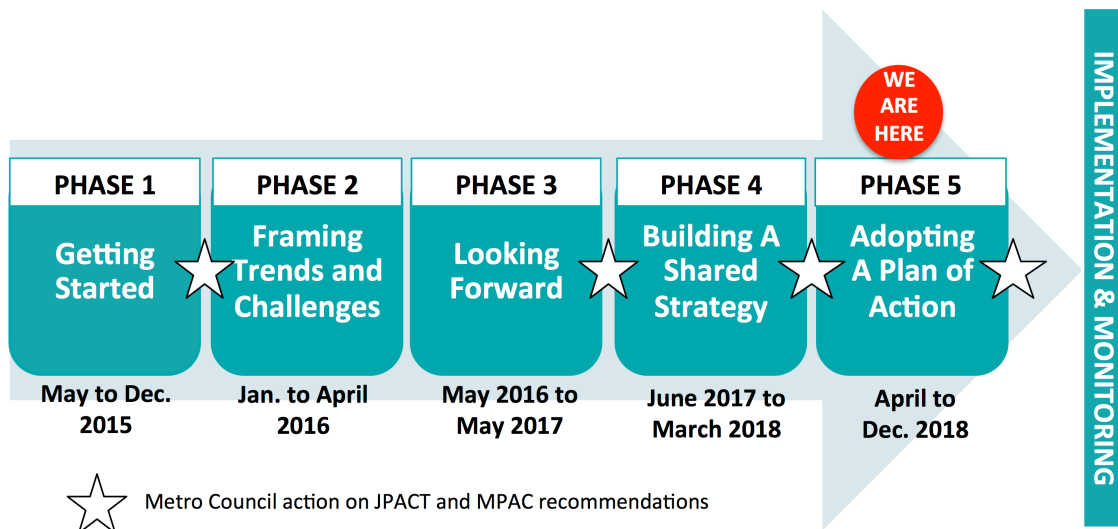
ACTION REQUESTED

No action is requested. This is an opportunity for JPACT to ask questions about the process for finalizing the 2018 RTP for consideration by the Metro Council in December.

BACKGROUND

The greater Portland region’s economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region’s shared transportation vision and investment strategy for the next 25 years.

Shown in **Figure 1**, the region is in the final adoption phase for the 2018 Regional Transportation Plan (RTP) and draft strategies for safety, freight, transit and emerging technology.



A final 45-day public comment opportunity will be provided from June 29 to August 13, 2018. Metro staff will propose amendments to respond to public comments for consideration by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) in September and October, respectively. In October, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make their respective recommendations to the Metro Council on adoption of proposed amendments and the 2018 RTP and strategies for safety, freight, transit and emerging technology. In December, the Metro Council will be asked to consider MPAC

and JPACT's recommendations on adoption of the 2018 RTP and strategies for safety, freight, transit and emerging technology.

SUMMARY OF PAST COUNCIL DIRECTION

- In **December 2016**, the Council **reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook** and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.
- In **February 2017**, the Council **directed staff to develop the RTP, project list and strategies for safety, freight, transit and emerging technology in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.**
- In **February 2017**, the Council **directed staff to use the Vision Zero framework and incorporate a Vision Zero goal** (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. In April 2017, MPAC and JPACT supported use of the Vision Zero framework and goal in the RTP and safety strategy.
- In **May 2017**, the Council further **directed staff to move forward with the Call for Projects** as recommended by MPAC and JPACT. This direction included **approval of a vision statement** for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists. Staff was also directed to **review the adopted 2014 RTP policy chapter to identify and recommend refinements** for consideration by the Metro Council and regional policy advisory committees in 2018.
- In **September, November and December 2017**, the Metro Council **reaffirmed its commitment to implementing the Climate Smart Strategy and prioritizing safety, racial equity and managing congestion** as the RTP is finalized in 2018, and identified specific steps to take to support those priorities.
- In **March 2018**, the Metro Council **requested that jurisdictions meaningfully review and refine their draft project list** to the extent practicable to help make more progress on key regional priorities – equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion.

ACTIVITIES SINCE THE MAY 1 WORK SESSION

- **Summary of project list updates submitted by jurisdictional partners.** Jurisdictions worked through coordinating committees in response to the Metro Council's request for project list updates to make more progress on key regional priorities. Evaluation of the revised project list is not yet complete. The project lists and initial evaluation results will be subject to further public review as part of the public comment period. The initial evaluation results will be reported in Chapter 7 of the draft 2018 RTP. [An interactive map of the draft project lists can be viewed at www.oregonmetro.gov/2018projects.](http://www.oregonmetro.gov/2018projects)
- **Draft strategies for safety, freight, transit and emerging technology are being finalized for public review**, reflecting feedback provided by the Metro Council, MPAC and JPACT during Regional Leadership Forums and between April and June.
- **The draft 2018 RTP is being finalized for public review.** [A complete draft 2018 RTP will be available on June 29. A draft outline of the 2018 RTP is attached for reference. Key updates to the policy and implementation chapters include:](#)
 - **Draft RTP Chapter 2: Our Shared Vision for Transportation.** In May 2017, JPACT and the Metro Council directed staff to review and refine the RTP goals, objectives and performance targets, particularly related to safety, equity, climate change, completion of the active transportation system, accountability, transparency, congestion, maintenance, emerging technology and funding.

Proposed updates to the goals and objectives implement previous Council policy direction and feedback from Regional Leadership Forums and regional advisory committee discussions, including:

- **simplify language** to reduce jargon and be more accessible to public audiences;
- **reduce redundancy** between the goals and objectives;
- make the **goal statements more people and outcomes focused**;
- better **reflect values and priority outcomes** identified through the RTP update;
- make the **objectives more specific and measurable**;
- better **align the objectives with existing or desired data and performance outcomes** as reflected in the updated system evaluation and transportation equity measures.

The draft Chapter 2 will be available on June 29, reflecting Council direction and policy and technical committee feedback.

- **Draft RTP Chapter 3: Transportation System Policies to Achieve Our Vision.** In May 2017, JPACT and the Metro Council directed staff to review and refine the RTP modal system policies, particularly the throughways/arterials, transit and freight policies and related network maps which reflect the vision and planned network for each mode of travel.

Proposed updates to RTP policies implement Council policy direction and feedback from Regional Leadership Forums and regional advisory committee discussions, and include:

- **new safety policies** that prioritize vulnerable users, addressing fatal and serious injury crashes and improving safety in high injury and high risk corridors as reflected in the draft Regional Safety Strategy reviewed by the Metro Council in April and JPACT and MPAC in May;
- **a new freight safety policy and minor updates to existing freight policies** as reflected in the draft Regional Freight Strategy reviewed by the Metro Council in April and JPACT and MPAC in May;
- **new and updated policies for transit** to reflect desired outcomes for access, convenience, frequency, reliability, and affordability as reflected in the draft Regional Transit Strategy reviewed by Council in April and JPACT and MPAC in May;
- **clarify and expand policies for throughways and arterials and the motor vehicle network** to reflect adopted policy and desired outcomes related to safety, universal access and complete street designs, connectivity, reliability and managing the transportation system and addressing regional bottlenecks to ease congestion as reflected in the policies;
- **new equity policies** that prioritize eliminating disparities and barriers for historically marginalized communities, particularly people of color and people with low income to support implementation of Title VI of the Civil Rights Act, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program;
- **new emerging technology policies** as reflected in the draft Emerging Technology Strategy reviewed by MPAC and JPACT in May and the Metro Council in June;
- **new and updated Transportation System Management and Operations policies** to better reflect existing policies, provide more focus on managing the transportation system to ease congestion and integrate new and revised policies in the 2018 Regional Travel Options Strategy adopted by JPACT and the Metro Council in May;
- **minor revisions to existing climate smart strategy policies**, reflecting that the policies were extensively reviewed as part of development of the 2014 Climate Smart Strategy; and
- **minor revisions to the regional bike and pedestrian policies**, reflecting that the policies were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan and 2014 Regional Transportation Plan.

The packet includes a draft Chapter 3 that will continue to be updated in advance of the comment period to reflect Council direction and policy and technical committee feedback. Detailed descriptions of each existing policy area have also been updated, and descriptions have been developed for the new policy sections identified above. Staff recommendations for updates to the regional modal network maps are being finalized. Most modal network map updates will be minor, largely reflecting new RTP projects adopted through local and regional plans.

- **Draft RTP Chapter 8: Moving Forward Together (Implementation).** The draft chapter outlines future planning and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This includes updated sections that describe local planning, on-going regional programs, future region-wide planning, multimodal corridor refinement planning to develop shared investment strategies, major project development activities (e.g., Southwest Corridor, Division Transit Project, I-5/Rose Quarter, OR 217 auxiliary lanes, I-205 south widening and the I-205/Abernethy bridge widening), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. The packet includes a draft Chapter 8 that will continue to be updated in advance of the comment period to reflect Council direction and policy and technical committee feedback.
- **Planning for the final 45-day public review period and adoption process continues.** On June 21, staff will seek Council direction to release the draft 2018 RTP (including updated draft project lists) and draft strategies for freight, transit, safety and emerging technology for public review and comment. All public comment materials, including a briefing packet, will be available on June 29. The comment period is planned for June 29 to Aug. 13, and will include a public hearing on Aug. 2, an online survey and consultation with tribes and federal and state agencies. Two additional hearings will be held in November and December as part of the adoption process. Staff is also planning a community leaders' forum ahead of the comment period to brief them on the refined project list, policies and strategies and help them prepare their constituencies to comment. The packet includes a flyer announcing the public comment period and a summary of engagement and outreach conducted to date.

UPCOMING JPACT DISCUSSIONS

A schedule of remaining Council and regional advisory committee discussions is attached for reference, including these upcoming JPACT discussions:

- 9/20 Overview of TPAC recommendation** on proposed amendments identified by Metro staff in response to public comments on draft 2018 RTP and draft strategies for safety, freight, transit and emerging technology
- 10/18 Make final recommendation to Council** on adoption of 2018 RTP and strategies for freight, transit, safety, and emerging technology

ATTACHMENTS

1. Public Comment Opportunity on the 2018 RTP (5/25/18)
2. 2018 RTP Engagement and Outreach Summary (4/30/18)
3. 2018 Council and Regional Advisory Committee Briefings Schedule (6/6/18)
4. Draft 2018 Regional Transportation Plan Outline (6/8/18)
5. Draft 2018 RTP Chapter 3 (Transportation System Policies to Achieve Our Vision) (6/11/18)
6. Draft 2018 RTP Chapter 8 (Moving Forward Together) (6/11/18)
7. Draft Constrained Project List Overview and Summary of Major Throughway and Transit Projects *(to be provided at the meeting)*



Public comment opportunity on the 2018 RTP

June 29 to Aug. 13, 2018

Your input today will help guide decision-makers as they finalize the policies, strategies and project lists in the Regional Transportation Plan before adopting it in late 2018.

The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future. This update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system for the next 25 years.

Your voice is important

The Metro Council and other decision-makers want to hear from you to help them make a recommendation on the 2018 Regional Transportation Plan and supporting policies, strategies and projects by the end of the year.

You are invited to provide feedback on the plan during the **public comment period from June 29 through Aug. 13, 2018**. We want to hear your thoughts on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

SHARE YOUR THOUGHTS

June 29 to Aug. 13

Take the survey at:

oregonmetro.gov/rtp

Your input will be shared with regional decision-makers as they work together to finalize the policies, strategies and project lists in the 2018 RTP.

Regional policy committees will make final recommendations to the Metro Council in October. The Metro Council will consider adoption in December.

Learn more about the 2018 RTP at oregonmetro.gov/rtp

WAYS TO COMMENT

June 29 to Aug. 13

Comments will be accepted through Mon., Aug. 13, 2018

Write a letter

Send to:

600 NE Grand Ave
Portland, OR 97232

Email comments

Send to:

transportation@oregonmetro.gov

Attend public hearing

Comment in person before the Metro Council on Aug. 2 at 2 p.m.

Location:

600 NE Grand Ave
Portland, OR 97232

Take the survey

Go visit:

oregonmetro.gov/rtp

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2018 Regional Transportation Plan

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2018 RTP, draft strategies for transit, freight, safety and emerging technology, and the projects recommended to address the region's significant and growing transportation needs.

Overview of draft strategies

Transit

As the region continues to grow, it's important that our transportation system provides a variety of travel options to meet the needs of everyone who calls this place home.

The purpose of the Regional Transit Strategy is to provide a coordinated vision and a set of policies to make transit service more convenient, frequent, accessible and affordable for everyone in the greater Portland region.

Freight

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The purpose of the Regional Freight Strategy is to define a set of policies and strategies aimed at increasing economic prosperity and stewardship of the multimodal freight network throughout the greater Portland region.

Safety

Traffic related deaths and severe injuries are a critical and preventable public health and social equity issue in the greater Portland region.

The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety in the greater Portland region. The plan focuses on strategies and actions drawn from best practices and proven to reduce traffic related deaths and serious injuries.

Emerging technology

Technology is already transforming our region's transportation system; the way the region's residents access, experience and use the transportation system has changed dramatically in the past five years.

The purpose of the Emerging Technology Strategy is to provide a framework for the region to harness new developments in transportation technology to ensure it is equitable, accessible and affordable to all people in the greater Portland region.



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5/25/2018

2018 RTP UPDATE | 2018 Council and Regional Advisory Committees Briefings

(dates are subject to change)

Month	Who	When	What
June	TPAC	6/1	• Draft RTP (focus on policy and implementation chapters)
	Metro Council	6/5	• Draft Emerging Technology Strategy
	JPACT	6/21	• Draft RTP (focus on policy and implementation chapters)
	Metro Council	6/21	• Direction to staff to release Draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology for public review
	Comment period begins	6/29	• 45-day public comment period on Draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology, including public hearing (June 29 to Aug. 13)
July	TPAC/MTAC workshop	7/11	• Draft RTP Performance Results (Round 2)
	Metro Council	7/17	• Emerging Technology Strategy – Direction to staff on initial implementation actions
August	TPAC/MTAC workshop	8/1	• Transportation Resiliency and Emergency Routes (<i>tentative</i>) • MAP-21 Performance Monitoring, Target Setting and Reporting (<i>tentative</i>)
	Metro Council	8/2	• Public hearing on draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology
	TPAC	8/3	• Preview of RTP adoption package (Ordinance, Resolutions & Exhibits)
	Consultation	8/6	• Consultation with tribes and federal and state agencies (<i>tentative</i>)
	Comment period ends	8/13	• 45-day public comment period ends
	TPAC/MTAC workshop (<i>from 9/5</i>)	8/29	• Discuss proposed amendments identified by Metro staff in response to public comments
September	TPAC	9/7	• Discuss proposed amendments in response to public comments
	Metro Council	9/18	• Overview of proposed amendments in response to public comments
	MTAC	9/19	• Make final recommendation to MPAC on proposed amendments in response to public comments
	JPACT	9/20	• Overview of TPAC recommendation on proposed amendments in response to public comments
	MPAC	9/26	• Overview of MTAC recommendation on proposed amendments in response to public comments
October	NOTE	10/4	• DLCD notice due (35 days before 1st evidentiary hearing)
	TPAC	10/5	• Make final recommendation to JPACT on proposed amendments in response to public comments
	MPAC	10/10	• Make final recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology
	JPACT	10/18	• Make final recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, safety, and emerging technology
November	Metro Council	11/6	• Discuss JPACT and MPAC recommendations and provide direction to staff on finalizing adoption package for Council consideration
	Metro Council	11/8	• Public hearing (1 st evidentiary hearing) on Ordinance No. 18-1421
December	Metro Council	12/6	• Public hearing and consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions)