



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Tuesday, August 3, 2021

2:00 PM

<https://zoom.us/j/471155552> or
877-853-5257 (toll free)

Revised 8/2

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This work session will be held electronically.

You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/471155552>, or by calling or 877-853-5257 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on the day of the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Consideration of the Council Meeting minutes for June 17, 2021. [21-5579](#)
Attachments: [061721c Minutes \(Revised 7/29\)](#)
- 3.2 Consideration of the Council Meeting minutes for June 29, 2021. [21-5580](#)
Attachments: [062921cw+c Minutes](#)

4. Resolutions

- 4.1 Resolution No. 21-5188, For the Purpose of Amending the [RES 21-5188](#)
2021-24 Metropolitan Transportation Improvement
Program (MTIP) to amend or Add Three Projects
Impacting Gresham and ODOT Ensuring Required Federal
Approvals and Phase Obligations Cans Occur Before the
End of the Federal Fiscal Year (JL21-12-JUL)
- Presenter(s): Margi Bradway (she/her), Metro
Mandy Putney, Oregon Department of Transportation
Ted Leybold (he/him), Metro
- Attachments: [Resolution No. 21-5188](#)
[Exhibit A](#)
[Staff Report](#)
- 4.2 Resolution No. 21-5191, For the Purpose of Amending [RES 21-5191](#)
the2021-24 Metropolitan Transportation Improvement
Program (MTIP) to Add Trimet’s Division Transit Project
Which was Awarded \$12,963,076 From the American
Rescue Plan Act of 2021 (JL21-13-JUL2)
- Presenter(s): Margi Bradway (she/her), Metro
Mandy Putney, Oregon Department of Transportation
Ted Leybold (he/him), Metro
- Attachments: [Resolution No. 21-5191](#)
[Exhibit A](#)
[Staff Report](#)
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- 4.3 Resolution No. 21-5192, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Add ODOT’S Interstate 205- Abernethy Bridge Improvement Segment Which Includes \$375 Million of Construction Phase Funding (JL21-14-JUL3)

[RES 21-5192](#)

Presenter(s): Margi Bradway (she/her), Metro
Mandy Putney, Oregon Department of Transportation
Ted Leybold (he/him), Metro

Attachments: [Resolution No. 21-5192](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

5. **Chief Operating Officer Communication**
6. **Councilor Communication**
7. **Adjourn**

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

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Agenda Item No. 3.1

Consideration of the Council Meeting Minutes for June 17, 2021

Consent Agenda

Metro Council Meeting
Tuesday, August 3, 2021

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, June 17, 2021

2:00 PM

Revised 6/17

<https://zoom.us/j/615079992> or 888-475-4499 (toll free)

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council meeting to order at 2:01 p.m.

Present: 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

Seeing no public comment, Council President Peterson closed the public comment portion of the meeting.

3. Consent Agenda

A motion was made by Councilor Gonzalez, seconded by Councilor Stacey, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

3.1 Considerations of the Council Meeting Minutes for May 20, 2021 Minutes

4. Resolutions

4.1 Resolution No. 21-5187A, For the Purpose of Directing the Chief Operating Officer to Develop and Coordinate Analysis and Assessment of Supportive Housing Services Strategies and Programs to Evaluate Ongoing Regional Need.

Councilors Gonzalez introduced Resolution 21-5187A at the time of the meeting, co-sponsored by Councilors Nolan and Stacey.

Councilor Gonzalez spoke to how amendments to this Resolution addresses the concerns of partners and constituents.

President Peterson opened for public comment on Resolution 21-5187A.

Chair Harrington (she/her), Washington County: Chair Harrington addressed how the resolution fulfills best practices and proposed a modification to the wording that directs the Chief Operating Officer to “continue” coordinating with regional partners on Supporting Housing Services.

Sponsoring Councilors Gonzalez, Nolan, and Stacy agreed to include the language proposed by Chair Harrington (consistent with what was detailed in her notes), amending point two of the Resolution to "continue" coordinating with.

A motion was made by Councilor Gonzalez, seconded by Councilor Nolan, that this Resolution be adopted with the modification directing the Chief Operating Officer to continue coordinating with regional partners. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.2 Resolution No. 21-5174A (as amended on June 10th), For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22, Making Appropriations and Levying Ad Valorem Taxes

Before the Final Adoption of the FY 2021-22 Budget Council President Peterson asserted that the Council would first consider one budget note and one additional amendment to Resolution 21-5174A. She further recounted that public testimony on all proposed budget notes and amendments were taken on June 10th. Final Council Consideration and vote to adopt the FY 2021-22 budget would take place immediately following voting on the one additional budget note and single amendment.

Council President Peterson introduced Marissa Madrigal (she/her) and Brian Kennedy (he/him) to present on the Resolution.

Marissa summarized the budget process and covered highlights.

At Councilor Craddick's request, Marissa and Brian reviewed Metro's reserves and credit rating.

Council President Peterson called for a motion to amend Resolution 21-5174A to include Councilor Stacey Budget Note #1: Willamette Cove Future Funding.

A motion was made by Councilor Stacey, seconded by Councilor Nolan, that Resolution 21-5174A was amended to include Councilor Stacey Budget Note #1: Willamette Cove Future Funding. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Council President Peterson introduced Councilor Stacey and Brian Kennedy to speak to the Parks and Nature amendment.

Councilor Stacey described the desired outcomes of the budget note. Brian additionally explained how the technical amendment implements the budget note.

Council President Peterson called for a motion to amend Resolution 21-5174A to include Parks & Nature Amendment to dedicate beginning fund balance to Willamette Cove Future Funding.

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that Resolution 21-5174A was amended to include Parks & Nature Amendment to dedicate beginning fund balance to Willamette Cove Future Funding. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Council President Peterson outlined the process conducted thus far regarding the FY2021-2022 Budget and opened the Public Hearing for Resolution 21-5174A.

Seeing no public comment, Council President Peterson closed public comment.

Councilor Rosenthal proposed technical changes to be made to the resolution. Council President Peterson requested Carrie and Brian's input as to whether these changes were necessary, and the process for incorporating such changes.

Carrie and Brian asserted that the resolution meets all legal requirements as-is, but was open to the technical changes.

Councilor Rosenthal retracted the proposed technical changes.

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, that this Resolution was adopted as amended. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.3 Resolution No. 21-5175, For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2021-22 Through 2025-26 and Re-Adopting Metro's Financial Policies

Council President Peterson introduced Brian Kennedy to present on the Resolution.

Brian outlined the two functions of the resolution: 1) to approve the FY2021-2022, 2025-2026 Capital Improvement Plan, and 2) re-adopts Metro Council's financial policies that provide the framework for the overall fiscal management of the agency.

Council Discussion

There was none.

A motion was made by Councilor Lewis, seconded by Councilor Craddick, that this Resolution was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 4.4 Resolution No. 21-5180, For the Purpose of Amending the FY 2020-21 Budget and Appropriation Schedule and FY 2020-21 through FY 2024-25 Capital Improvement Plan to Provide for Changes in Operations

Council President Peterson introduced Cinnamon Williams (she/her) to present on the Resolution.

Cinnamon summarized the requests outlined in the Resolution.

Council Discussion

There was none.

A motion was made by Councilor Craddick, seconded by Councilor Rosenthal, that this Resolution was adopted. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

4.5 Resolution No 21-5173, For the Purpose of Approving the Clackamas County Local Implementation Plan for the Regional Supportive Housing Services Program

Council President Peterson introduced Patricia Rojas (she/her) to present on the Resolution.

Patricia described the purpose of the Local Implementation Plans and how they contribute to the regional effort to provide supportive housing services and uphold Metro values and priorities. She also summarized the outcomes of approving the Resolution.

Council Discussion

Councilor Nolan expressed concerns regarding the extent to which the Clackamas County Local Implementation Plan comports with Metro's priorities.

Councilor Lewis identified aspects of the plan which are moving in a positive direction and the work of staff as her reason for voting yes; however, she did agree with elements of Councilor Nolan's concerns.

Councilor Gonzalez reiterated Councilor Nolan and Lewis' concerns and thanked staff for their contributions to the Local Implementation Plan (LIP). He additionally asserted that Metro has established the tools to remain responsible stewards of the funds allocated for the project.

Councilor Craddick celebrated the accomplishment of approving the third Local Implementation Plan and expressed concerns about the funding distribution.

Patricia and Carrie stated that the intergovernmental agreements would be responsible for working out the details regarding the funding distribution.

Councilor Craddick clarified the distinction between the Urban Growth Boundary and the Metro Service Boundary.

Councilor Stacey expressed like concerns regarding the lawfulness of the funding distribution, wanting to ensure that resources collected by Metro apply to those within the Metro Service Boundary.

To the question of lawfulness Carrie asserted that the funding expenditure proposed was not in violation of the law, as no Supportive Housing Services (SHS) dollars would be spent outside of the Metro Service Boundary. However, she did identify another proposed practice that would be later sorted through the intergovernmental agreement development.

Councilor Nolan expressed appreciation for the distinction and reiterated her concerns about the diversion of funding.

Council President Peterson agreed with the need to clarify this issue and track the use of the funding and progress of Clackamas County moving forward.

Councilor Gonzalez identified the LIP as being integrated into a larger body of binding work that would ensure the program comports with Metro's priorities and expectations, and identified this as among his reason for voting yes.

Councilor Lewis sought to clarify Commissioner Fischer's intent.

Patricia weighed in on the question of intent, asserting that the purpose was to provide a continuum of care.

A motion was made by Councilor Lewis, seconded by Councilor Gonzalez, that this Resolution was adopted. The motion carried by the following vote:

Aye: 5 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, and Councilor Rosenthal

Nay: 2 - Councilor Stacey, and Councilor Nolan

5. Chief Operating Officer Communication

Chief Operating Officer Marissa Madrigal provided an update on the following events or items:

- Juneteenth Observation

6. Councilor Communication

Councilors provided updates on the following meetings or events:

- I-5 Bridge Replacement Project
- WCCC
- JPACT

7. Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 4:33 p.m.

Respectfully submitted,



Shay Perez, Council Policy Assistant

Agenda Item No. 3.2

Consideration of the Council Meeting Minutes for June 29, 2021

Consent Agenda

Metro Council Meeting
Tuesday, August 3, 2021

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov



Metro

Minutes

Tuesday, June 29, 2021

2:00 PM

<https://zoom.us/j/471155552> or 877-853-5257 (toll free)

Council work session
&
Council Meeting

2:00 Call to Order and Roll Call

Present: 6 - Councilor Christine Lewis, Councilor Shirley Craddick, Councilor Juan Carlos Gonzalez, Councilor Bob Stacey, Councilor Gerritt Rosenthal, and Councilor Mary Nolan

Excused: 1 - Council President Lynn Peterson

Work Session Topics:

2:05 FY20 Sustainability Report for Internal Operations

Deputy Council President Craddick introduced Jenna Garmon (she/her) and Heidi Rahn (she/her) to present on the topic.

Heidi covered the background of the Sustainability Plan and associated goals.

Jenna described highlights from the FY 2020-21 Sustainability Plan. She explained that the usual benchmarking data they would provide was compromised by the nature of the year, afflicted by the COVID-19 pandemic. Jenna spoke in-depth about progress made on limiting greenhouse gas emissions.

Heidi described future internal operations efforts, including: Continue Clean Air Construction implementation, adopting and implementing the updated Green Building Policy, updating Metro's climate goal, addressing key sources of Metro's emissions, and the management of capital assets to advance climate justice and resilience.

Council Discussion

In response to a question asked by Councilor Lewis, Jenna confirmed that Metro is ahead on their water reduction goal.

Councilor Rosenthal requested an update on air quality-whether it was identified as a goal and whether it is being measured (it currently is not). Jenna also responded to a question, confirming that there was an overall dip in energy use due to the COVID-19 pandemic.

In response to a question asked by Deputy Council President Craddick Jenna explained the challenges that have impacted Metro’s ability to meet their habitat goal. Councilor Rosenthal proposed looking at the hydrologic recharge scheme.

Councilor Nolan proposed looking at how cities are addressing issues internationally in order to create cost-effective projects.

Jenna responded to a question posed by Deputy Council President Craddick relating to recent plans to equip buildings with solar panels.

2:50 Adjourn to Council Meeting

There being no further business, Deputy Council President Craddick adjourned the Metro Council Work Session at 2:51 p.m.

1. Call to Order and Roll Call

Present: 6 - Councilor Christine Lewis, Councilor Shirley Craddick, Councilor Juan Carlos Gonzalez, Councilor Bob Stacey, Councilor Gerritt Rosenthal, and Councilor Mary Nolan

Excused: 1 - Council President Lynn Peterson

2. Public Communication

Deputy Council President Craddick opened the meeting to members of the public wanting to testify on a non-agenda items.

Seeing no public comment, Deputy Council President Craddick closed public communication.

3. Resolutions

- 3.1 Resolution No. 21-5189, For the Purpose of Authorizing the Chief Operating Officer to Execute a Short-Term Intergovernmental Revenue Sharing Agreement with Multnomah, Washington, and Clackamas Counties to Implement the Metro Supportive Housing Services Program

Deputy Council President Craddick introduced Patricia Rojas (she/her) and Shane Abma (he/him) to present on the Resolution.

Patricia described the necessity of the amendment and identified outcomes. She additionally asserted that longer-term inter-governmental agreements are currently underway.

Council Discussion

Councilor Rosenthal confirmed that the Resolution was approved by Metro's chief legal officer.

Councilor Gonzalez lauded staff for their work on this Resolution and the related inter-governmental agreements.

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this Resolution was adopted. The motion carried by the following vote:

Aye: 6 - Councilor Lewis, Councilor Craddick, Councilor Gonzalez, Councilor Stacey, Councilor Rosenthal, and Councilor Nolan

Excused: 1 - Council President Peterson

4. Chief Operating Officer Communication

Deputy Chief Operating Officer Andrew Scott (he/him) provided an update on the following events or items:

- Honoring Pride Month
 - o Metro's Gender-Inclusion Policy
- Legislative Update

5. Councilor Communication

Councilors provided updates on the following meetings or events:

- Metro Policy Advisory Committee (MPAC)
- Transit-Oriented Development (TOD) Steering Committee
- Oregon Department of Transportation (ODOT) Press Conference
- Supportive Housing Services Oversight Committee
- Parks Liaison Report
- Division Transit Project Celebration invitation

6. Adjourn

Seeing no further business, Deputy Council President Shirley Craddick adjourned the Metro Council work session at 3:21 p.m.

Respectfully submitted,



Shay Perez, Council Policy Assistant

Agenda Item No. 4.1

Resolution No. 21-5188, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to amend or Add Three Projects Impacting Gresham and ODOT Ensuring Required Federal Approvals and Phase Obligations Cans Occur Before the End of the Federal Fiscal Year (JL21-12-JUL)

Resolutions

Metro Council Meeting
Tuesday, August 3, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD THREE PROJECTS IMPACTING GRESHAM AND ODOT ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN OCCUR BEFORE THE END OF THE FEDERAL FISCAL YEAR (JL21-12-JUL))	RESOLUTION NO. 21-5188
)	Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, the city of Gresham is adding \$987,831 of local funds to their Cleveland project supporting right of way requirements through this amendment which will allow them move forward and obligate the federal Right-of-Way (ROW) funds before the end of federal fiscal year 2021; and

WHEREAS, ODOT's OR 217 improvement project is ready to move into the Construction which first requires minor corrections and updates to the project milepost limits to ensure all project documents and the MTIP plus STIP match up, and

WHEREAS, project limit changes to ODOT's I-84 culvert repair and replace project now crosses into the Metro Metropolitan Planning Agency boundaries which triggers inclusion in the MTIP and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the July 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 9, 2021; and

WHEREAS, JPACT approved Resolution 21-5188 consisting of the July 2021 Formal MTIP Amendment bundle on July 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 22, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the July 2021 Formal MTIP Amendment Bundle and Resolution 21-5188.

ADOPTED by the Metro Council this 29th day of July 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed July 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JL21-12-JUL**
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
UPWP Project Reprogramming Actions				
Project #1 Key 20808 MTIP ID 70878	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	<u>COST INCREASE:</u> The formal amendment adds local funding to the ROW phase to address a phase funding shortfall. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021	The Right-of Way phase is now expected to obligate its funds before the end of FY 2021.
Project #2 Key 18841 MTIP ID 70782	ODOT	OR217: OR10 - OR99W	<u>LIMITS UPDATES:</u> The formal amendment updates the project limits prior to moving forward into construction.	The amendment s a pre-construction clean-up action ensuring the MTIP and TSIP match-up with the various ODOT delivery documents. There is no scope change or cost adjustment as a result.
Project #3 Key 20363 MTIP ID TBD NEW PROJECT	ODOT	I-84: Corbett Interchange - Multnomah Falls	<u>ADD NEW PROJECT:</u> The existing Non-MPO project expanded its limits to now cross into the Metro Planning Area boundary which requires MTIP programming	The project will rehabilitate and replace culverts to repair damage and prevent road deterioration on I-84



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COST INCREASE
Increase ROW phase funding and
advances to FFY 2021

Lead Agency: Gresham		Project Type:	Capital		ODOT Key:	20808
Project Name: NE Cleveland Ave.: SE Stark St - NE Burnside	1	ODOT Type	Modern		MTIP ID:	70878
		Performance Meas:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	12/30/2023
		Conformity Exempt:	Yes		RTP ID:	11096
Short Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.		On State Hwy Sys:	No		RFFA ID:	50316
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2019		Past Amend:	5
		Years Active:	3		OTC Approval:	No
		STIP Amend #: 21-24-0869			MTIP Amnd #:	JL21-12-LUL
Detailed Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.						
STIP Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.						

Last Amendment of Modification: None. Administrative - AB21-05-DEC2, December 2020 - Reprogram ROW to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2019		\$ 451,491				\$ 451,491
CMAQ	Z400	2022		-	\$ 376,569			\$ -
CMAQ	Z230	2021			\$ 376,569			\$ 376,569
STBG-U	Z230	2022					\$ 2,313,096	
								\$ -
							Federal Totals:	\$ 828,060
Federal Fund Obligations \$:				\$ 451,491				Federal Aid ID
EA Number:				PE003058				
Initial Obligation Date:				12/11/2018				
EA End Date:				12/31/2025				
Known Expenditures:				\$ 117,925				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2019		\$ 51,675				\$ 51,675
Local	Match	2022			\$ 43,100			\$ -
Local	Match	2021			\$ 43,100			\$ 43,100
Local	OTH0	2021			\$ 987,831			\$ 987,831
Local	Match	2022					\$ 264,744	\$ 264,744
Other	OTH0	2022					\$ 687,528	\$ 687,528
							Local Total	\$ 952,272
Phase Totals Before Amend:			\$ -	\$ 503,166	\$ 419,669	\$ -	\$ 3,265,368	\$ 4,188,203
Phase Totals After Amend:			\$ -	\$ 503,166	\$ 1,407,500	\$ -	\$ 3,265,368	\$ 5,176,034
Year Of Expenditure (YOE):								\$ 5,176,034

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > ROW phase increase equals a \$987,831 cost increase to the project which equals a 23.59% increase and is above the 20% threshold

Amendment Summary:

- The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021. Full ROW requirements were not anticipated at initial programming. As they emerged through PS&E, the additional costs are now known. Local funds are being committed through this amendment to address the costs.
- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 11096 - Cleveland - Burnside to Stark: Complete Build out
- > RTP Description: Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > CMAQ = Federal Congestion Mitigation Air Quality Improvement program funds. CMAQ funds are allocated to Metro for projects that clearly demonstrate air quality emission reductions.
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = Local funds committed above the required minimum match to the federal funds in support of the project phase. Often referred to as "overmatch funds"

Other

- > On NHS: No
- > Is the project modeled? - No, the project is not capacity enhancing and does not require air quality and transportation system modeling.
- > Is the project located on a modeled facility: Yes - Motor Vehicle Network
- > Model category and type: Cleveland Ave is identified as Minor Arterial in the network.
- > TCM project: No
- > Located on the CMP: No



Metro

2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Formal Amendment
LIMITS UPDATES
Additional Project Limits references
updated for STIP

Lead Agency: ODOT		2	Project Type:	Capacity	ODOT Key:	18841
Project Name: OR217: OR10 - OR99W			ODOT Type	Multiple	MTIP ID:	70782
			Capacity Enhancing:	No	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.			Conformity Exempt:	Yes	Comp Date	6/30/2023
			Performance Meas:	Yes	RTP ID:	12083
Short Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841) (HB2017 \$44 million award)			On State Hwy Sys:	OR217	RFFA ID:	N/A
			Mile Post Begin:	1.77	RFFA Cycle:	N/A
			Mile Post End:	6.32 7.24	UPWP:	No
			Length:	4.55 5.47	UPWP Cycle:	N/A
			1st Year Program'd:	2014	Past Amend:	12
		Years Active:	8	OTC Approval:	No	
		STIP Amend#: 21-24-0877	MTIP Amend#: JL-16-JUL			
Summary of Additional Project Limits Updates:						
<ol style="list-style-type: none"> OR99W: MP 8.56 to MP 8.70 = 0.14 miles OR 141: MP 2.60 to MP 2.84 = 0.24 miles.... Updated to be MP 2.60 to MP 4.80 = 2.20 miles OR 210: MP 9.16 to MP 9.24 = 0.08 miles.....Updated to be MP 9.13 to MP 9.38 = 0.25 miles I-5: MP 288.25 to MP 288.45 + MP 293.06 to MP 293.10 - Added update On Denny and Allen Blvd 						
Detailed Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets current standards. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473 and 20474 into Key 18841).						

STIP Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. Add a signal pole base and conduit to the design of the Hall Blvd Bridge replacement.

LAST Amendment or Admin Mod:

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
HSIP	MS30	2014		\$ 758,254				\$ 758,254
HSIP 100%	ZS30	2014		\$ 1,934,451				\$ 1,934,451
State STBG	Z240	2014		\$ 4,312,696				\$ 4,312,696
Repurposed Earmark	RPF0	2014		\$ 80,610				\$ 80,610
AC-STBGS	ACPO	2014		\$ 9,285,444				\$ 9,285,444
AC-STBGS	ACPO	2020			\$ 2,691,900			\$ 2,691,900
AC-STBGS	ACPO	2019				\$ 717,840		\$ 717,840
State STBG	Z240	2021					\$ 21,194,979	\$ 21,194,979
AC-HB2017	ACPO	2021					\$ 76,654,104	\$ 76,654,104
Note:							Federal Totals:	\$ 117,630,278
Fund Obligations Amount:				\$ 16,371,455	\$ 2,691,900	\$ 717,840		Federal Aid ID
EA Number:				PE002386	R9465000	C1341504		S144(026)
Initial Obligation Date:				5/15/2014	11/21/2019	5/2/2019		
Known Expenditures:				N/A	N/A	N/A		
EA End Date:				N/A	N/A	N/A		

State Funds								
State (STBG)	Match	2014		\$ 493,607				\$ 493,607
State (RFPO)	Match	2014		\$ 9,226				\$ 9,226
State (AC)	Match	2014		\$ 1,015,586				\$ 1,015,586
State (AC)	Match	2020			\$ 308,100			\$ 308,100
HB2017	S070	2019				\$ 800,000		\$ 800,000
State (AC)	Match	2019				\$ 82,160		\$ 82,160
State (STBG)	Match	2021					\$ 2,425,860	\$ 2,425,860
State (AC)	Match	2021					\$ 8,773,405	\$ 8,773,405
BIKEWAYS	S080	2021					\$ 1,968,019	\$ 1,968,019
							State Total:	\$ 15,875,963
Local Funds								
Local (HSIP)	Match	2014		\$ 63,969				\$ 63,969
Other	OTH0	2014		\$ 3,046,158				\$ 3,046,158
Other	OTH0	2021					\$ 2,059,770	\$ 2,059,770
								\$ -
							Local Total	\$ 5,169,897
Phase Totals Before Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 1,600,000	\$ 113,076,137	\$ 138,676,138
Phase Totals After Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 1,600,000	\$ 113,076,137	\$ 138,676,138
							Year Of Expenditure (YOE):	\$ 138,676,138

Notes and Changes

> Exempt Status: The project is not exempt and a capacity enhancing project and has completed required air conformity analysis. Transportation modeling an air quality analysis was completed as part of the 2018 RTP Update.

Reason for Modification and Summary of Changes plus Impacts:

The formal amendment updates the project limits prior to moving forward into construction. There is no scope change or cost adjustment required. The MP limit updates ensure the project limits are completely identified. The net result of the project limit changes exceed 0.25 miles which triggers the formal MTIP Amendment.

References and Additional Notes:

- > 2018 RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase.
- > Modeling network: Yes, Motor Vehicle Network
- > Model Type: The project is modeled as a capacity enhancing project on OR 217. OR217 is identified as Throughway in the network

Fund Type Codes:

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT and intended to support safety related improvements
- > Repurposed Earmark: Federal funds initially awarded under a specific earmark identification and purpose. Periodically, if the earmark is not completely obligated and expended, FHWA or Congress will authorize a change in eligibility for the funds resulting in re-designating the remaining earmark as a "Repurposed Earmark"
- > AC-STBGS = A federal fund placeholder referred to as Advance Construction The AC fund code allows the project to continue obligating and expending funds until the final federal fund code is determined. "AC-STBGS" refers to the expected conversion will be State STBG (Federal State Surface Transportation Block Grant funds that will replace the Advance Construction designation).
- > AC-HB2017 = A federal placeholder fund type code used as described above for the AC-STBGS fund type code.
- > State = General State funds provided by the lead agency as part of the required match.
- > BIKEWAYS: State funds reserved for bicycle lane/safety related improvements.
- > HB2017 - State allocated funds from HB 2017 normally for specifically identified HB2017 eligible projects.
- > Other (Local) funds = Local funds to support the project phase which are above the require match.
- > Local = General local funds used in support of the require match to the federal funds.

Other:

- > NHS: Yes
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Multiple including safety
- > RTP Goal(s): Goal 5 - Safety and Security
- > RTP Goal Description: Objective 5.1 - Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add ODOT I-84 culvert repair project
to MTIP

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20363
Project Name: I-84: Corbett Interchange - Multnomah Falls	3	ODOT Type: Structures	MTIP ID: TBD
		Performance Meas: No	Status: 4
		Capacity Enhancing: No	Comp Date: 6/30/2023
		Conformity Exempt: Yes	RTP ID: 12093
		On State Hwy Sys: I-84	RFFA ID: N/A
		Mile Post Begin: 20.00	RFFA Cycle: N/A
		Mile Post End: 32.00	UPWP: No
		Length: 12.00	UPWP Cycle: N/A
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: 21-24-0874	MTIP Amnd #: JL21-12-JUL
Detailed Description: In the northeastern Metro area on I-84 from MP 20.00 to MP 32.00, reconstruct, rehabilitate, and replace culverts to prevent road deterioration			
STIP Description: Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.			

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-NHPP (92.22%)	ACPO	2019		\$ 823,156				\$ 823,156
IM	L01E	2019		\$ 237,374				\$ 237,374
AC-NHPP (92.22%)	ACPO	2022					\$ 2,314,095	\$ 2,314,095
								\$ -
							Federal Totals:	\$ 3,374,625
Federal Fund Obligations \$:				\$ 1,060,530				Federal Aid ID
EA Number:				PE003141				S002(237)
Initial Obligation Date:				9/11/2019				
EA End Date:				N/A				
Known Expenditures:				N/A				
State Funds								
State	Match	2019		\$ 69,444				\$ 69,444
State	Match	2019		\$ 20,026				\$ 20,026
State	Match	2022					\$ 195,225	\$ 195,225
								\$ -
							State Total:	\$ 284,695
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,150,000	\$ -	\$ -	\$ 2,509,320	\$ 3,659,320
							Year Of Expenditure (YOE):	\$ 3,659,320

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add ODOT culvert repair project to the MTIP now that it crosses into the Metro MPA.

Amendment Summary:

The formal amendment adds the existing non-MPO STIP project for ODOT into the MTIP. The project's limits were expanded to the west on I-84 and now cross into the Metro Planning Area boundary. This project now requires MTIP programming.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12093 - Culvert Replacement and Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-NHPP = A federal fund type placeholder referred to as Advance Construction allows a phase to be obligated and move when the federal funds are not yet determined. AC-NHPP refers to the expectation that the final federal fund type code will be National Highway Performance Program funds. A fund conversion will occur later.
- > IM = Federal Interstate Maintenance funds. IM funds are appropriated to ODOT for use on the highway system in support of various upgrades and maintenance needs.
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes. I-84 is designated part of the Eisenhower Interstate System
- > Does the project require transportation and air quality analysis modeling? - No. The project is exempt.
- . Is the project located on a Metro modeled facility? - Yes.
- > Metro Model: Motor Vehicle Network
- > Model category and type: I-84 is designated as a "Throughway"
- > TCM project: No
- > Located on the CMP: Yes

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 15, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July 2021 MTIP Formal Amendment & Resolution 21-5188 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD THREE PROJECTS IMPACTING GRESHAM AND ODOT ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN OCCUR BEFORE THE END OF THE FEDERAL FISCAL YEAR (JL21-12-JUL)

BACKGROUND

What This Is:

The July 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5188 and being processed under MTIP Amendment JL21-12-JUL.

What is the requested action?

JPACT approved Resolution 21-5188 on July 15, 2021 consisting of three projects requiring MTIP amendments impacting the city of Gresham and ODOT and now recommends Metro Council approve Resolution 21-5188 allowing the projects to then receive final approval from USDOT.

Proposed July 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JL21-12-JUL					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20808	70808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.	<u>COST INCREASE:</u> The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 18841	70782	ODOT	OR217: OR10 - OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841)	LIMITS UPDATES: The formal amendment updates the project limits prior to moving forward into construction. There is no scope change or cost adjustment required. The MP limit updates ensure the project limits are completely identified
Project #3 Key 20363 New Project	TBD	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	ADD NEW PROJECT: Changes in project limits from this original Non-Metropolitan Planning Area (MPA) project now cross into the MPA which triggers the need to be included in the MTIP

JULY 2021 FORMAL MTIP AMENDMENT AND FEDERAL FISCAL YEAR CLOSE-OUT ACTIONS

The July 2021 Formal MTIP Amendment represents the last formal amendment for federal fiscal year (FFY) 2021. Submitted amendments represent required changes to projects that either will be obligating a phase before the end of FFY 2021, or need a federal approval step to occur before the end of FY 2021. Final approval for this amendment should occur during early August 2021 allowing time to complete the phase obligation or federal approval action before the federal fiscal close-out occurs starting on September 1, 2021.

Through August, ODOT staff will be busy preparing the various end of federal fiscal year close-out programming support actions which include:

- Preparing project phase obligation requests.
- Submitting project obligation requests to FHWA.
- Completing a flex transfer process for FHWA based funds over to FTA enabling the funds to be approved in FTA’s grant/obligation approval system.
- Completing final FFY 2021 project administrative modifications to the MTIP and STIP
- Developing and reviewing actual project phase obligations against established obligation targets.
- Determining which project phases will not obligate their federal funds and need to slip to the next federal fiscal year.

As a result of the above actions, MTIP Formal Amendments cease after the July Formal Amendment due to lack of time to complete all review and processing actions. Administrative modifications will stop normally during early August. The emphasis for ODOT as of August is phase obligations, completing required FFY 2021 federal approval actions, and implementing end-of-year close-out processes.

As of September 1, 2021, ODOT is required to have completed all end of fiscal year obligation submissions to FHWA. During September, FHWA will approve the final obligations and complete their required fiscal year close-out actions. The federal transportation delivery process effectively shuts down for local agencies during September while FHWA and FTA complete their close-out responsibilities.

As of October 1st, the next federal fiscal year begins. The federal transportation project delivery process slowly comes alive again. By the beginning of November, the federal transportation delivery process is normally back up and operating at full capacity.

A detailed summary of the proposed amended projects is listed below. There are 3 projects impacted:

Project 1: NE Cleveland Ave.: SE Stark St - NE Burnside	
Lead Agency:	Gresham
ODOT Key Number:	20808 MTIP ID Number: 70878
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The NE Cleveland Ave improvement project will complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Increase funding to the Right-of- Way (ROW phase to address ROW phase costs and enable the project to obligate the ROW phase before the end of federal fiscal year (FFY) 2021. • <u>Funding:</u> The NE Cleveland Ave.: SE Stark St - NE Burnside improvement project is a 2019-21 Metro Regional Flexible Funds Allocation (RFFA) awarded project containing federal Surface Transportation Block Grant (STBG) and Congestion Mitigation Air Quality (CMAQ) improvement funds along with local matching and overmatching funds. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In Gresham on Cleveland Ave ○ Cross Street Limits: Stark Street to Burnside Rd ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant. Includes federal funds and provides transportation improvements to a facility which is identified as a “Minor Arterial” in the Metro Motor Vehicle modeling network

What is changing?

- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-0869
 - MTIP Amendment Number: JL21-12-JUL
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for July 22nd, or July 29th, 2021
 - Other required approvals: Gresham submitted a required Project Change Request (PCR) which was reviewed and approved by ODOT and Metro.

AMENDMENT ACTION: COST INCREASE:

The formal amendment adds \$987,831 of local funds to support the updated ROW phase costs and advances the ROW phase to FFY 2021. Early scoping for the project did not fully evaluate the ROW needs and underestimated the phase costs. Updated Preliminary Engineering (PE) design and delivery cost estimates now call out the added ROW requirements for the project. Through this amendment, the ROW will be able to move forward and be obligated before the end of FFY 2021.

Key 20808 ROW Funding Adjustments			
Key 20808 Existing ROW phase funding	Additional Local Funds Required for ROW Phase	Type of Funds Added to ROW Phase	Revised ROW Total Phase Cost
\$419,669	\$987,831	Local Funds	\$1,407,500

Additional Details:

Project Location Map

NE Cleveland Ave SE Stark St-NE Burnside
Vicinity Map

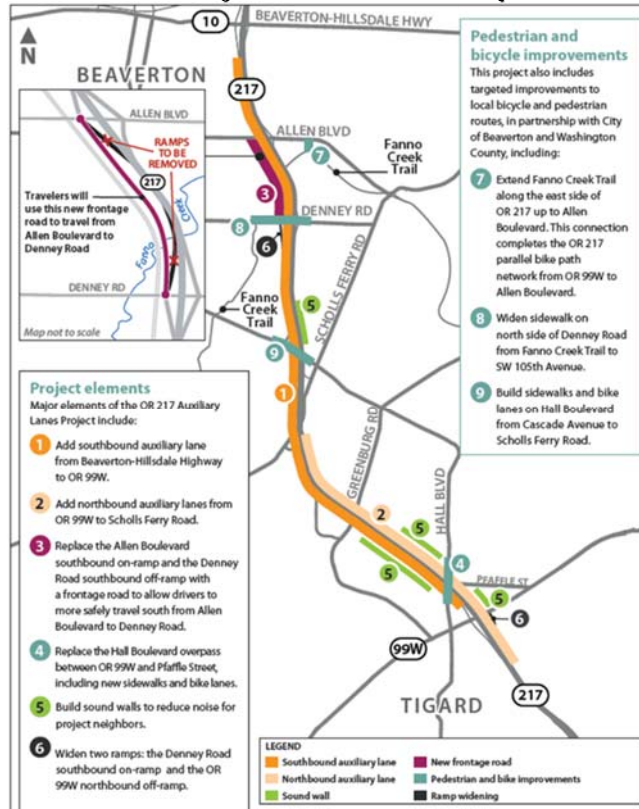
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cost increases above 20% for \$1 million dollar and above total project costs require a formal/full amendment to complete.
Total Programmed Amount:	The project's total programmed amount increases from \$4,188,203 to \$5,176,034
Added Notes:	N/A

Project 2: OR217: OR10 - OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The propose project in the OR217 corridor will construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841) (HB2017 \$44 million award) • <u>Source:</u> Existing project. • <u>Amendment Action:</u> providing final project limit updates to the MTIP and STIP ensuring all project limits are identified for the project. • <u>Funding:</u> The funding is primarily federal and state funds appropriated to ODOT. Committed federal and state funds include <ul style="list-style-type: none"> ○ Highway Safety Improvement Program (HSIP) ○ State Surface Transportation Block Grant Funds (STBG) ○ Repurposed Earmark ○ State HB2017 allocated funds ○ State Bikeways funds • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Through the OR 217 Corridor ○ Cross Street Limits: Various ○ Overall Mile Post Limits: Multiple that include: <ul style="list-style-type: none"> ▪ OR 217: MP 1.77 to MP 7.24 ▪ OR99W: MP 8.56 to MP 8.70 ▪ OR 141: MP 2.60 to MP 4.80 ▪ OR 210: MP 9.13 to MP 9.38 ▪ I-5: MP 288.25 to MP 288.45 + MP 293.06 to MP 293.10 ▪ On Denny and Allen Blvd at OR 217 • <u>Current Status Code:</u> 5 (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> The project is a capacity enhancing project. It is not exempt from air quality conformity analysis per 40 CFR 93.126, Table 2. The project completed the required transportation and air quality modeling analysis as part of the 2018 Regional Transportation Plan (RTP) update. It is identified in the constrained RTIP under IDs 11986, 11987, and 12019. • <u>Regional Significance Status:</u> The project is regionally significant • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0877 ○ MTIP Amendment Number: JL21-16-JUL ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for Early August, 2021
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: LIMITS UPDATES</u></p> <p>The formal amendment provides the final project limits update corrections to the project. The limits updates do not reflect a scope or cost change. As the project completes Plans Specifications and Estimates (PS&E) and finishes up the Preliminary Engineering phase, the final minor limit corrections are being updated in the MTIP and STIP. The OR 217 Improvement project intends to move forward and obligate the construction phase by the end of FFY 2021 (September 30, 2021). The corrections to the MTIP and STIP are needed to ensure the PS&E documents match up with the MTIP and STIP. The adjustments include various mitigation requirements that are part of the project.</p>
<p>Additional Details:</p>	<p style="text-align: center;"><u>Project Limit Updates to Key 18841</u></p> <ul style="list-style-type: none"> * I-5 / OR217 Pond – Hwy 144 (OR217) MP 7.14-7.24 - ADDED * OR217 sign bridge – replace sign on existing structure at Hwy 144 (OR217) MP 1.10 - ADDED * 72nd Ave – add ITS signs to the existing structure – Hwy 144 (OR217 Connection 2) MP 2C6.69-6.72 - ADDED * Haines Rd Interchange – add a pond – Hwy 001 (I-5 Connection 2) 2C 293.00 –293.10 - ADDED * Greenburg Rd – ADA ramps at the NB on/off ramp, add protective screening and add ITS signs This is a city street Lat/Long * 45.44431, -122.77704 to 45.444372, -122.777006 - ADDED

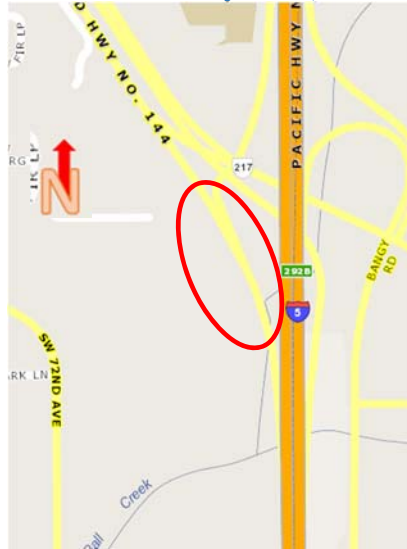
	<p>* I-5/I-205 Mandatory Disposal Site – Hwy 001 (I-5) MP 288.25 – 288.45 - ADDED</p> <p>* Hall Blvd Bridge Replacement – Hwy 141 (Hall Blvd) MP 4.60 – 4.80 - ADDED</p> <p>* Pfaffle Street 150 ft due to tie in to Hall Blvd Structure replacement – Lat/Long 45.43805, - 122.76541 to 45.43805, - 122.76477 - ADDED</p> <p>* OR99W illumination/ ADA ramps and installation of new ITS equipment on OR99W structure – Hwy 091 (OR99W) MP 8.56 – 8.70 ADDED</p> <p>* Scholls Hwy – Extend limits to include ramp terminal, ADA ramp and Guardrail (New mile points) – Hwy 143 (Scholls Hwy) MP 9.13 – 9.38 ADDED</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, limits changes greater than 0.25 miles require a formal/full amendment</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount remains unchanged at \$138,676,138</p>
<p>Added Notes:</p>	<p>Project Location Maps reflecting updated and corrections are shown below</p>

Overall Project Location for Key 18841

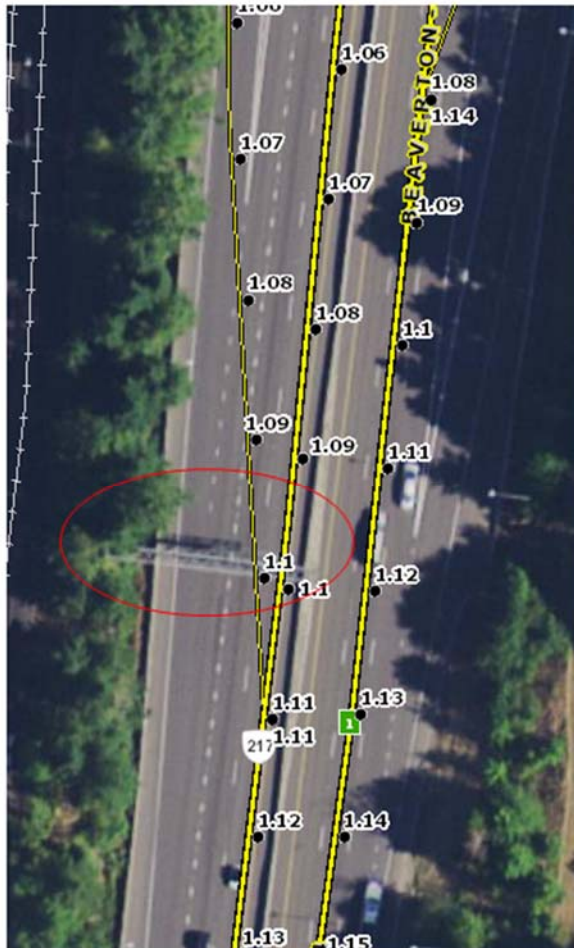


Main Adjusted/Added Project Limits as part of the Amendment Clean-up

I-5 / OR217 Pond – Hwy 144 (OR217) MP 7.14-7.24



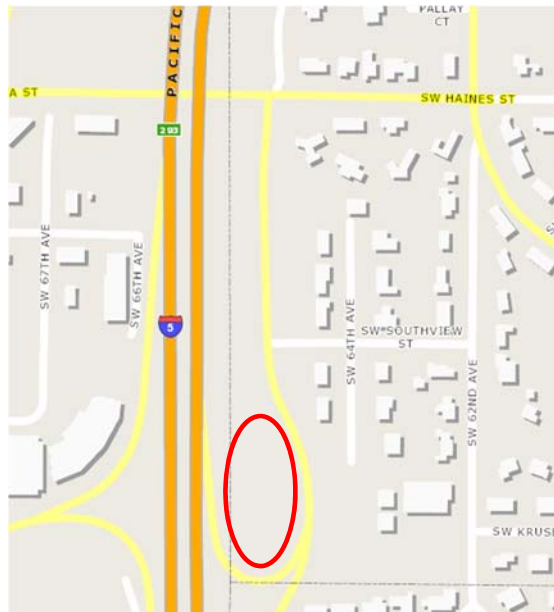
OR217 sign bridge – replace sign on existing structure at Hwy 144 (OR217) MP 1.10



72nd Ave – add ITS signs to the existing structure – Hwy 144 (OR217 Connection 2) MP 2C6.69-6.72



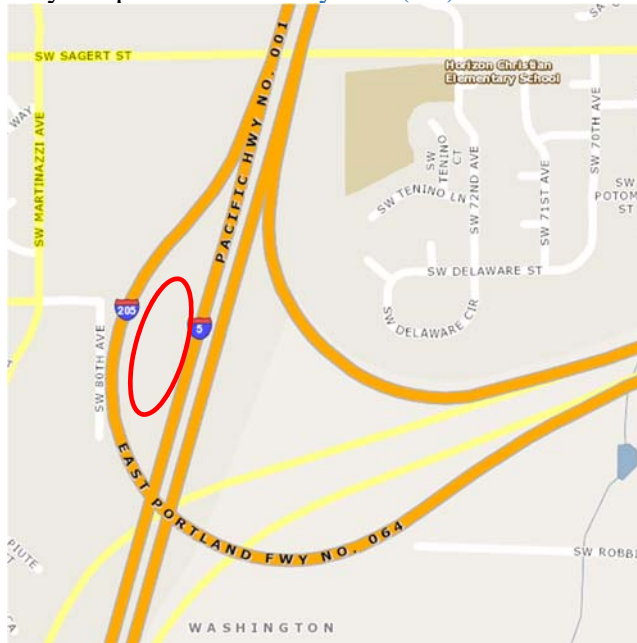
Haines Rd Interchange – add a pond – Hwy 001 (I-5 Connection 2) 2C 293.00 –293.10



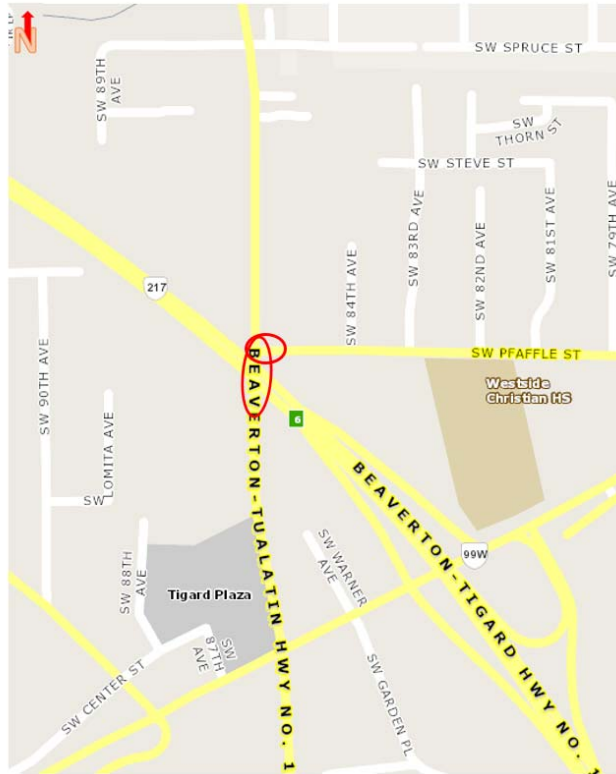
Greenburg Rd – ADA ramps at the NB on/off ramp, add protective screening and add ITS signs This is a city street [Lat/Long 45.44431, -122.77704 to 45.444372, -122.777006](#)



I-5/I-205 Mandatory Disposal Site – [Hwy 001 \(I-5\) MP 288.25 – 288.45](#)



Hall Blvd Bridge Replacement – Hwy 141 (Hall Blvd) MP 4.60 – 4.80 and Pfaffle Street 150 ft due to tie in to Hall Blvd Structure replacement – Lat/Long 45.43805, -122.76541 to 45.43805, -122.76477



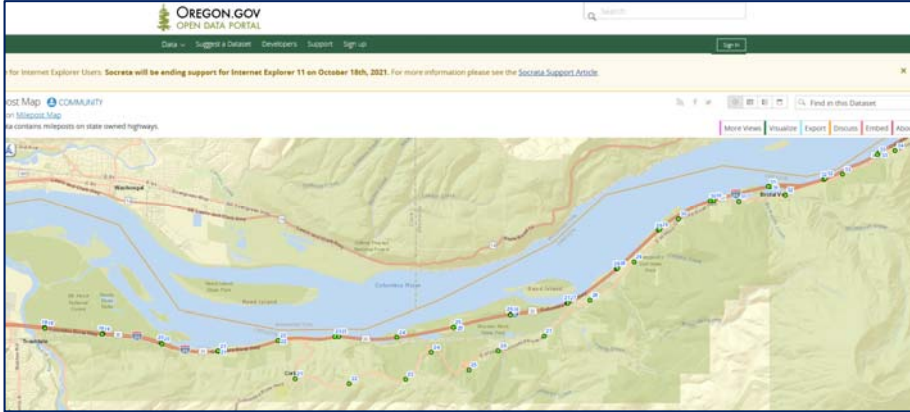
OR99W illumination/ ADA ramps and installation of new ITS equipment on OR99W structure – Hwy 091 (OR99W) MP 8.56 – 8.70



Scholls Hwy – Extend limits to include ramp terminal, ADA ramp and Guardrail (New mile points) – [Hwy 143 \(Scholls Hwy\) MP 9.13 – 9.38](#)



Project 3: I-84: Corbett Interchange - Multnomah Falls (New Project)	
Lead Agency:	ODOT
ODOT Key Number:	20363 MTIP ID Number: New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The project will provide rehabilitation and replacement of culverts to repair damage and prevent road deterioration. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add new project to the 2021-24 MTIP • <u>Funding:</u> The funding is primarily federal that will utilize a combination of Nation Highway Performance Program (NHPP) and Interstate Maintenance (IM) funds. The federal fund code, Advance Construction is being used as a placeholder for the NHPP. It is designated as AC-NHPP. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On I-84 in northeastern Multnomah County ○ Cross Street Limits: Well east of the Sand River to the Corbett Interchange ○ Overall Mile Post Limits: MP 20.00 to MP 32.00 • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant for being funded with federal funds and located in a designated “Eisenhower Intestate System” facility in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JL21-16-JUL ○ OTC approval required: No.

	<ul style="list-style-type: none"> o Metro approval date: Tentatively scheduled for July 22nd or July 29th, 2021
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new I-84 Culverts Repair and Replacement project to the 2021-24 MTIP. The project already is programmed in the 2021-24 STIP. The project limits were outside of the Metropolitan planning Area (MPA) boundary. A requested STIP amendment expanded the project limits west which now cross into the Metro MPA. With the revised project limits now in the Metro MPA, the project requires programming in the 2021-24 MTIP. The project is being programmed per requested amendment updates which includes an engineer’s cost update.</p>
<p>Additional Details:</p>	<p>Approximate Project Location and limits: MP Limits on I-84 are MP 20.0 to 32.0 in both directions</p>  <p>The screenshot shows the Oregon.gov Open Data Portal interface. At the top, it says 'OREGON.GOV OPEN DATA PORTAL'. Below that is a search bar and navigation links. The main content area displays a map titled 'OST Map' with a 'COMMUNITY' tab selected. The map shows a geographical area with a river and several roads. A red line is overlaid on the map, indicating the project limits along I-84. The map interface includes various controls like zoom, pan, and layers.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount is \$3,659,320</p>
<p>Added Notes:</p>	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the July 2021 Formal MTIP amendment (JL21-12-JUL) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 22, 2021
• TPAC notification and approval recommendation.....	July 9, 2021
• JPACT approval and recommendation to Council.....	July 15, 2021
• Completion of public notification process.....	July 21, 2021
• Metro Council approval.....	July 22 or July 29, 2021

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	July 27 or August 5, 2021
• Submission of the final amendment package to USDOT.....	July 28 or August 5, 2021
• ODOT clarification and approval.....	Mid to late August 2021
• USDOT clarification and final amendment approval.....	Mid to late August 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020

- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5188 on July 15, 2021 consisting of three projects requiring MTIP amendments impacting the city of Gresham and ODOT and now recommends Metro Council approve Resolution 21-5188 allowing the projects to then receive final approval from USDOT.

No Attachments

Agenda Item No. 4.2

Resolution No. 21-5191, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Add Trimet's Division Transit Project Which was Awarded \$12,963,076 From the American Rescue Plan Act of 2021 (JL21-13-JUL2)

Resolutions

Metro Council Meeting
Tuesday, August 3, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-) RESOLUTION NO. 21-5191
24 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by: Chief Operating Officer
TRIMET'S DIVISION TRANSIT PROJECT) Marissa Madrigal in concurrence with
WHICH WAS AWARDED \$12,963,076 FROM) Council President Lynn Peterson
THE AMERICAN RESCUE PLAN ACT OF 2021)
(JL21-13-JUL2))

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, TriMet has been awarded \$12,936,076 from the American Rescue Plan of 2021 for their Division Transit Project; and

WHEREAS, This grant along with the two previous FTA Section 5309 grants will assist TriMet complete the construction phase currently in progress and complete the estimated \$175 million project with a planned completion date in federal fiscal year 2022, and

WHEREAS, the Division Transit project which will provide new 60 foot buses providing services and run every 12 minutes from downtown Portland east through the Division St corridor to Gresham will reduce travel times up to 20 percent; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the July #2 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation

assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July #2 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 9, 2021; and

WHEREAS, JPACT approved Resolution 21-5191 consisting of the July #2 2021 Formal MTIP Amendment on July 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 29, 2021 through Resolution 21-5191 to formally amend the 2021-24 MTIP to include the new TriMet Division Transit Project as funded from the American Rescue Plan Act of 2021.

ADOPTED by the Metro Council this 3rd day of August 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 21-5191



Proposed July #2 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JL21-13-JUL2**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 Key NEW TBD MTIP ID NEW TBD New Project	TriMet	Division Transit Project	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FTA grant for the Division Transit Project from the American Rescue Plan Act of 2021.	The grant award is cited on Table 7, Capital Investments, American Rescue Plan of 2021. The \$12 million ARP FTA grant is the latest in support of FTA grants for the Division Transit Project.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new ARP Act award to the
 Division Transit Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: NEW - TBD		
Project Name: Division Transit Project	1	ODOT Type	MTIP ID: NEW-TBD		
		Performance Meas: Transit	Status: 7		
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.		Capacity Enhancing: Yes	Comp Date: 9/30/2022		
		Conformity Exempt: No	RTP ID: 11590		
Short Description: High capacity transit on Division from Portland Central Business District to Gresham Town Center.		On State Hwy Sys: No	RFFA ID: N/A		
		Mile Post Begin: N/A	RFFA Cycle: N/A		
		Mile Post End: N/A	UPWP: No		
		Length: N/A	UPWP Cycle: N/A		
		Flex Transfer to FTA: No	Transfer Code: N/A		
		1st Year Program'd: 2021	Past Amend: 0		
		Years Active: 0	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: JL21-13-JUL2		
		Detailed Description: Construct and implement 15 mile high capacity transit along the Division corridor utilizing new 60-foot buses running on average every 12 minutes, and includes up to 30 improved or new passenger stations including pedestrian pass-through, pedestrian bypass, shared bicycle and pedestrian, plus island stations from Irving/5th in downtown and then south and east to the Cleveland Ave Park-n-Ride in Gresham.			
		STIP Description: TBD			

Last Amendment of Modification: None. Initial MTIP programming. However, the new project reflects the third FTA grant in support of the Division Transit Project which have been programmed individually since 2018.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5309		2021					\$ 12,963,076	\$ 12,963,076
								\$ -
5309 Source American Rescue Plan of 2021, Table 7. Funds are 100% federal							Federal Totals:	\$ 12,963,076
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 12,963,076	\$ 12,963,076
Year Of Expenditure (YOE):								\$ 175,000,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new ARP FTA grant for the Division Transit Project for TriMet

Amendment Summary:

The formal amendment adds the new FTA grant for the Division Transit Project from the American Rescue Plan Act of 2021. The grant award is cited on Table 7, Capital Investments, American Rescue Plan of 2021. The \$12 million ARP FTA grant is the latest in support of FTA grants for the Division Transit Project.

RTP References:

- > RTP IDs:
 - ID 10909: HCT: Division Transit Project: Project Development
 - ID 11590: HCT: Division Transit Project: Capital Construction
- > RTP Description: The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.
- > Exemption Status: The project is not exempt and is considered a capacity enhancing project. The requires and completed transportation and air quality modeling analysis as part of the 2018 RTP Update.
- > UPWP amendment: No
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective: Objective 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5309 = Federal Transit Administration Section 5309 funds that normally support capital project improvements. In this specific case, the funds originate from the American Rescue Plan of 2021. They are considered 100% federal and no matching funds re required.

Other

- > On NHS: Yes. Division is identified as a MAP-21 NHS Principal Arterial
- > Does the project require transportation modeling: Yes
- > What Metro modeling network applies to the project? - Transit
- > Model category and type: Division St is identified as a "Frequent Bus" arterial line in the Transit modeling network.
- > TCM project: No
- > Located on the CMP: Yes - From I-205 to Hogan in Gresham

Memo



Date: July 15, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #2 2021 MTIP Formal Amendment & Resolution 21-5191 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD TRIMET'S DIVISION TRANSIT PROJECT WHICH WAS AWARDED \$12,963,076 FROM THE AMERICAN RESCUE PLAN ACT OF 2021 (JL21-13-JUL2)

BACKGROUND

What This Is:

The July #2 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5191 and being processed under MTIP Amendment JL21-13-JUL2 and applies only to TriMet.

What is the requested action?

JPACT approved Resolution 21-5191 on July 15, 2021 consisting of TriMet's new American Rescue Plan Act of 2021 grant award for their Transit Division Project and now is recommending Metro Council approve Resolution 21-5191 as well.

Proposed July #2 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JL21-13-JUL2					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key New Project TBD	TBD	TriMet	Division Transit Project	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	ADD NEW PROJECT: The formal amendment adds the new FTA grant for the Division Transit Project from the American Rescue Plan Act of 2021.

Project 1: Division Transit Project New Project	
Lead Agency:	TriMet
ODOT Key Number:	TBD MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The TriMet Division Transit Project will construct and implement a 15 mile high-capacity transit along the Division corridor utilizing new 60-foot buses running on average every 12 minutes, and includes up to 30 improved or new passenger stations from Irving/5th in downtown and then south and east to the Cleveland Ave Park-n-Ride in Gresham. • <u>Source:</u> New project. While this is a new project being added to the MTIP allowing the new American Rescue Plan (ARP) Act of 2021, the grant award is the third ward FTA has provided to their project since 2018. • <u>Amendment Action:</u> Add the new ARP Act grant award using FTA Section 5309 funds to the 2021-24 MTIP. • <u>Funding:</u> This specific FTA grant award originates from the ARP Act of 2021, Table 7 Capital projects. \$12,963,076 and are 100% federal funds with no required match. The two prior awards programmed in the MTIP for the Division Transit Project include the following: <ul style="list-style-type: none"> ○ \$56,005,914 of FTA 5309 funds plus \$37,337,276 of local matching funds for a total of \$93,343,190 ○ 34.688,806 of FTA 5309 funds plus \$23,125,871 of local matching funds for a total of \$57,814,677 ○ The estimated total project cost is \$175 million • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Downtown Portland and east to Gresham along the Division St corridor ○ Cross Street Limits: Multiple ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. • <u>Air Conformity/Capacity Status:</u> The project is considered a “capacity enhancing” project from a roadway/motor vehicle improvement perspective and is not exempt

from air quality conformity analysis per 40 CFR 93.126. The project completed its required transportation and air quality modeling analysis as part of the 2018 RTP Update. Associated RTP project IDs are 10909 and 11590.

- **Regional Significance Status:** The project is regionally significant.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: JL21-13-JUL2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for July 29th, 2021
 - Other required approvals: ARP Capital Projects Funding Awards, Table 7 provided.

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project consisting of \$12,963,076 of FTA 5309 federal funds to the 2021-24 MTIP. Matching funds are not required. The funding will support the complete of the Division Transit Project which is anticipated to initiate services in Federal Fiscal Year 2022. The project is already under construction which began in 2019.



Additional Details:

Project Overview Details (<https://trimet.org/division/>)

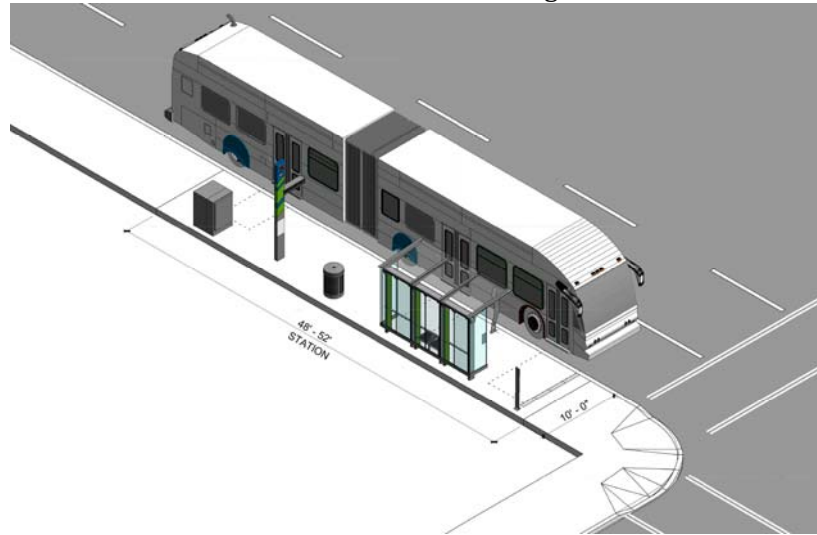
Project and Station Locations



Project Schedule



Station Types Pedestrian Pass-Through



Shared Pedestrian and Bicycle



Pedestrian Bypass





Planned Operating Buses



Transit Benefits

The TriMet Division Transit Project is a 15 mile transit improvement project that will reduce travel times up to 20 percent, with buses running every 12 minutes and more often during peak hours. Additional benefits include:

- Longer buses with room for 60 percent more riders
- Multiple-door boarding for briefer stops
- Expanded bus stations with amenities such as weather protection
- Stations located where rider demand is greatest — minimizing travel times while providing important transit connections
- Transit signal priority — traffic signals prioritize bus travel, getting riders to their destinations faster

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The ARP Act of 2021 provided \$12,963,076 of FTA Section 5309 funds and is the latest federal grant to the project that has an estimated total project cost of \$175. million
Added Notes:	N/A

Funding Verification

FEDERAL TRANSIT ADMINISTRATION			
Table 7			
AMERICAN RESCUE PLAN ACT OF 2021 -- CAPITAL INVESTMENTS-- PROGRAM ALLOCATIONS			
Last Updated June 11, 2021			
State	Discretionary ID	Project Location and Description	Allocation
AZ	D2021-RPNS-001	Phoenix, South Central Light Rail Extension/Downtown Hub	\$81,294,942
AZ	D2021-RPSS-001	Tempe, Tempe Streetcar	17,406,412
CA	D2021-RPCC-001	San Carlos, Peninsula Corridor Electrification Project	52,415,186
CA	D2021-RPCC-002	San Francisco, Transbay Corridor	87,075,134
CA	D2021-RPNS-002	Los Angeles, Regional Connector	59,228,415
CA	D2021-RPNS-003	Los Angeles, Westside Subway Section 1	66,428,844
CA	D2021-RPNS-004	Los Angeles, Westside Subway Section 2	58,417,784
CA	D2021-RPNS-005	Los Angeles, Westside Subway Section 3	93,437,754
CA	D2021-RPNS-006	San Diego, Mid-Coast Corridor Transit Project	57,098,330
CA	D2021-RPNS-007	San Francisco - Third Street Light Rail-Central Subway Project	23,121,562
CA	D2021-RPNS-008	Santa Ana and Garden Grove Streetcar	9,407,272
CA	D2021-RPSS-002	San Francisco, Van Ness BRT	21,889,182
CA	D2021-RPSS-003	San Bernardino, West Valley Connector BRT	26,088,771
FL	D2021-RPSS-004	Jacksonville, Southwest Corridor BRT	2,430,716
FL	D2021-RPSS-005	Miami-Dade, South Corridor Rapid Transit Project	29,531,546
FL	D2021-RPSS-006	St. Petersburg, Central Avenue BRT	3,276,537
HI	D2021-RPNS-009	Honolulu - High Capacity Transit Corridor	70,000,000
IL	D2021-RPCC-003	Chicago, Red and Purple Modernization Phase 1	30,650,898
IN	D2021-RPNS-010	Gary, Double Track Northwest Indiana	24,585,403
IN	D2021-RPNS-011	Lake County, West Lake Corridor	43,971,185
IN	D2021-RPSS-007	Indianapolis, IndyGo Purple Rapid Transit Line	12,008,210
MA	D2021-RPNS-012	Boston, Green Line Extension	103,554,165
MD	D2021-RPNS-013	Maryland National Capital Purple Line	106,163,372
MN	D2021-RPNS-014	Minneapolis, Southwest Light Rail Transit	30,552,442
MN	D2021-RPSS-008	Minneapolis, Orange Line BRT	11,362,644
MO	D2021-RPNS-015	Kansas City, Streetcar Main Street Extension	24,673,482
NC	D2021-RPSS-009	Charlotte, LYNX Streetcar Phase 2	11,122,146
NC	D2021-RPSS-010	Raleigh, Wake Bus Rapid Transit New Bern Avenue Project	5,404,048
NJ	D2021-RPCC-004	Hudson County, Portal North Bridge Project	77,821,390
NY	D2021-RPNS-016	New York - East Side Access	70,000,000
NY	D2021-RPSS-011	Albany, Washington/Western BRT	2,490,772
OR	D2021-RPSS-012	Portland, Division Transit BRT	12,963,076
OR	D2021-RPSS-013	Portland, MAX Red Line Extension and Reliability Improvements	15,721,739
PA	D2021-RPSS-014	Pittsburgh, Downtown-Uptown-Oakland-East End BRT	19,285,801
TX	D2021-RPCC-005	Dallas, DART Red and Blue Line Platform Extensions	2,471,166
TX	D2021-RPSS-015	El Paso, Montana BRT	3,111,053
UT	D2021-RPSS-016	Ogden, Ogden/Weber State University Bus Rapid Transit	6,254,183
WA	D2021-RPNS-017	Seattle, Lynnwood Link Extension	94,047,724
WA	D2021-RPNS-018	Seattle, WA Federal Way Light Rail Project	158,583,550
WA	D2021-RPSS-017	Spokane, Central City BRT	5,754,747
WA	D2021-RPSS-018	Tacoma, Tacoma Link Extension	20,704,007
WA	D2021-RPSS-019	Everett, Swift Orange	6,498,606
WA	D2021-RPSS-020	Seattle, Madison BRT	10,897,354
WA	D2021-RPSS-021	Vancouver, Mill Plain BRT	3,704,781
WI	D2021-RPSS-022	Milwaukee, East-West BRT	2,093,669
GRAND TOTAL			\$1,675,000,000

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

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.

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

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the July #2 2021 Formal MTIP amendment (JL21-13-JUL2) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 28, 2021
• TPAC notification and approval recommendation.....	July 9, 2021
• JPACT approval and recommendation to Council.....	July 15, 2021
• Completion of public notification process.....	July 27, 2021
• Metro Council approval.....	July 29, 2021

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	August 5, 2021
• Submission of the final amendment package to USDOT.....	August 5, 2021
• ODOT clarification and approval.....	Mid to late August 2021
• USDOT clarification and final amendment approval.....	Mid to late August 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020

- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5191 on July 15, 2021 consisting of TriMet's new American Rescue Plan Act of 2021 grant award for their Transit Division Project and now is recommending Metro Council approve Resolution 21-5191 as well.

No Attachments

Agenda Item No. 4.3

Resolution No. 21-5192, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Add ODOT'S Interstate 205- Abernethy Bridge Improvement Segment Which Includes \$375 Million of Construction Phase Funding (JL21-14-JUL3)

Resolutions

Metro Council Meeting
Tuesday, August 3, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-) RESOLUTION NO. 21-5192
24 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by: Chief Operating Officer
ODOT’S INTERSTATE 205 – ABERNETHY) Marissa Madrigal in concurrence with
BRIDGE IMPROVEMENT SEGEMENT WHICH) Council President Lynn Peterson
INCLUDES \$375 MILLION OF CONSTRUCTION)
PHASE FUNDING (JL21-14-JUL3))

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, the seven mile stretch of Interstate 205 between I-5 and OR213 contains only two through-lanes in each direction supports over 100,000 vehicles, is subject to daily 6.75 hours of significant congestion, experiences a large volume of crashes in the corridor, and is impacted by approximately \$10.9 million per year from injuries, property damage, freight delays and fuel costs related to crashes, and

WHEREAS, ODOT has proposed to add a third lane for capacity support through the corridor along with several additional major facility improvements; and

WHEREAS, project development began in 2016 with Preliminary Engineering starting in 2018 and Right-of-Way in 2019, and has completed the Active Traffic Management (ATM) improvement portion to the overall larger project; and

WHEREAS, ODOT has completed a significant amount of public outreach to obtain public input about the project since 2017 which includes 28 community briefings with neighborhood groups in Oregon City, West Linn, and Clackamas County, three on-line open houses, two in-person open houses, and four informational project newsletters to residents within ½-mile of the project area; and

WHEREAS, the passage of HB3055 provides a new funding mechanism for the I-205 project and the Oregon Transportation Commission on July 15, 2021 will is scheduled to approve \$375 million of

additional funding to support the construction phase for the I-205 Improvements 1A - OR43 to OR213 segment, also referred to as the I-205 Abernethy Bridge improvement project; and

WHEREAS, the I-205 Improvements 1A - OR43 to OR213 project will complete several capacity and facility improvements which include constructing ground improvements, new foundations, sub-structure and superstructure, adding a lane in both directions of I-205, reconstruction of the OR 43 Interchange and include a roundabout, reconstruction of the OR 99 interchange to accommodate the bridge widening, plus include sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements; and

WHEREAS, a review of the proposed project has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming there are no significant inconsistencies between the project as described in the RTP and the project proposed in the July #3 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification from OTC's approval action at their July 2021 meeting, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July #3 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 9, 2021; and

WHEREAS, JPACT approved Resolution 21-5192 consisting of the July #3 2021 Formal MTIP Amendment on July 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 29, 2021 through Resolution 21-5192 to formally amend the 2021-24 MTIP to include the new ODOT I-205 Improvements 1A - OR43 to OR213 improvement project.

ADOPTED by the Metro Council this 3rd day of August 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed July #3 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JL21-14-JUL3**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 Key 22467 MTIP ID NEW TBD New Project	ODOT	I-205 Improvements 1A - OR43 to OR213	<u>ADD NEW PROJECT:</u> The formal amendment adds the I-205 Abernethy Bridge improvement project to the 2021-24 MTIP.	The project is part of the larger I-205 improvement project that will add a third through-lane from I-5 to OR213 and includes Active Traffic Management System (ATMS) improvements



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new I-205 Abernethy Bridge
improvement project

Lead Agency: ODOT		Project Type: Capital	ODOT Key: 22467
Project Name: I-205 Improvements 1A - OR43 to OR213	1	ODOT Type: Modern	MTIP ID: NEW-TBD
		Performance Meas: Yes	Status: 6
		Capacity Enhancing: Yes	Comp Date: 9/30/2027
		Conformity Exempt: No	RTP ID: 11969
		On State Hwy Sys: I-205	RFFA ID: N/A
		Mile Post Begin: 8.50	RFFA Cycle: N/A
		Mile Post End: 11.05	UPWP: No
		Length: 2.55	UPWP Cycle: N/A
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: 21-24-0942	
<p>Detailed Description: On I-205 from MP 8.50 to 11.05, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.</p>			
<p>STIP Description: This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The interchange at I-205 NB and OR 43 will be reconstructed and include a roundabout. The interchange at OR 99 will be reconstructed to accommodate the bridge widening. The project includes a noise wall in the vicinity of SB I-205 at Exit 9. Stormwater, landscaping, paving, striping, signing and lighting are also included as part of this project.</p>			

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021				\$ 375,000,000		\$ 375,000,000
								\$ -
ADVCON is identified as 100% federal at this time							Federal Totals:	\$ 375,000,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ 375,000,000	\$ -	\$ 375,000,000
Year of Expenditure (YOE):								\$ 375,000,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add new I-205 Abernethy Bridge improvement segment (1 of 3 total improvement segments) to the 2021-24 MTIP. Parent project is Key 19786
- > OTC approval required: Yes. Funding approval during their July 15, 2021 meeting.

Amendment Summary:

The formal amendment add the Abernethy Bridge improvement segment to the overall multi-segment I-205 improvement project which includes Active Traffic Management System (ATMS) Intelligent Transportation System Improvement, Abernethy Bridge widening from OR43 to OR 213, and add a third through-lane in both directions for OR213 to I-5.

- > Will Performance Measurements Apply: Yes - Multiple areas

RTP References:

- > RTP ID: 11969 - I-205 Abernethy Bridge (CON)
- > RTP Description: Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. Preliminary Engineering (PE) and Right-of-Way (ROW) phase.
- > Fiscal verification: OTC action - July 15, 2021 meeting
- > Exemption Status: Project is not exempt. The project is considered a capacity enhancing type project per 40 CFR 93.126 which requires air quality and transportation demand modeling analysis. The completed this as part of the 2018 RTP Update and is identified in the constrained section under project IDs 11969 and 11904
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.3 Preparedness and Resiliency
- > Goal Description: Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

Fund Codes:

- > ADVCON = Federal Advance Construction fund type code placeholder. Used when the expected federal fund type code is not initially available for the project . ODOT agrees to cover the project costs allowing the phase to continue. At a later date when the federal fund code is know, a fund type code conversion will occur replacing ADVCON with he specific federal fund code

Other

- > On NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System
- > Does the project require modeling? Yes. See exemption status comments.
- > Is the project located in the Metro modeling network? Yes.
- > Metro Model: Motor Vehicle network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 12, 2021
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: July #3 2021 MTIP Formal Amendment & Resolution 21-5192 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD ODOT’S INTERSTATE 205 – ABERNETHY BRIDGE IMPROVEMENT SEGEMENT WHICH INCLUDES \$375 MILLION OF CONSTRUCTION PHASE FUNDING (JL21-14-JUL3)

BACKGROUND


What This Is:

The July #3 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5192, (I-205 Abernethy Bridge improvement segment) and being processed under MTIP Amendment JL21-14-JUL3 and applies only to ODOT.

What is the requested action?

JPACT approved Resolution 21-5192 on July 15, 2021 consisting of adding ODOT’s I-205 Abernethy Bridge improvement project, officially titled as the “I-205 Improvements 1A - OR43 to OR213” project with \$375 million of construction funding and recommends approval by Metro Council.

Proposed July #3 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JL21-14-JUL3					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22467 New Project	TBD	ODOT	I-205 Improvements 1A - OR43 to OR213	Abernethy Bridge improvement segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT’s new I-205 Improvements 1A – OR43 to OR213, (also referred to as the Abernethy Bridge improvement segment) to the 2021-2024 MTIP.

<p>Project 1:</p>	<p>I-205 Improvements 1A - OR43 to OR213 (New Project)</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>22467</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Project Description and Overview:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <p>General: ODOT's I-205 Improvements 1A - OR43 to OR213 project is one of several improvement packages/segments within the larger I-205 improvement project, "I-205: I-5 to OR213, Phase 1".</p> <p>The project was originally programmed in Key 19786. (Key 19786 also is commonly referred to as the I-205 3rd Lane project). Key 22467 represents a "child" project to the parent in Key 19786. Additional details are provided explaining this in the "What is Changing" section after the Amendment Action statement.</p> <p><u>Metro SFY 2022 UPWP Project:</u> No</p> <p><u>Proposed improvements:</u> The I-205: I-5 to OR213, Phase 1 project will provide multiple and significant improvements to I-205 and to the Abernethy Bridge. Major scope elements include the following:</p> <p>PHASE 1A: OR 43 TO OR 213</p> <p>DETAILS FOR CONTRACTORS</p> <p>The I-205 Improvements Project will improve our economy by providing Oregonians safer, more reliable access to work and critical services, even after an earthquake or other major disaster. We are constructing the project in phases, with the first phase between OR 43 and OR 213 kicking off in 2022.</p>  <p>The map shows 16 numbered construction sites along the I-205 corridor. Sites 1-7 are located west of the Willamette River, and sites 8-16 are east of the river. Key landmarks include West Linn, Oregon City, and the Abernethy Bridge. Major roads shown include OR 43, OR 99E, and Washington St.</p> <ol style="list-style-type: none"> Construct final configuration of Willamette Falls Drive/OR 43 intersection. Construct final configuration of Willamette Falls Drive/Broadway intersection. End roadwork at West A Bridge. <i>Bridge work in Phase 1C.</i> Complete temporary mainline widening and temporary ramp alignment. Remove third southbound lane south of Abernethy Bridge. 		

6. Construct final configuration of OR 43 roundabout, northbound entrance and southbound exit ramp.
7. Construct final configuration of OR 43 southbound intersection.
8. Maintain existing two-lane configuration northbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge
9. Carry three-lane configuration southbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge.
10. Construct final configuration of OR 99E southbound and northbound ramp intersection, OR 99E entrance ramp and Clackamette Drive walls.
11. Construct Main Street wall.
12. Construct half of the configuration of northbound entrance ramp.
Final configuration dependent on Main Street Bridge work in Phase 1B.
13. Begin roadwork at Main Street Bridge (*Bridge work in Phase 1B*).
14. Construct sound wall.
15. Re-stripe southbound lanes from two lanes plus an auxiliary lane to three lanes between OR 213 entrance and OR 99E exit. Install rumble strips.
16. Sign bridge for new southbound traffic configuration.

- **Source:** New project.
Key 22467 is a child project (construction phase) to the parent in Key 19786 (PE and ROW phases). Key 22467 is considered a new project to the MTIP.
- **Amendment Action:** Add project
Under Key 22467, the construction phase is being added in federal fiscal year 2021 to the 2021-24 MTIP
- **Funding:**
When all segments/phase/packages that are part of the complete I-205: I-5 to OR213, phase 1 improvement project, the estimated total project cost is estimated at \$500 million. The construction phase for Key 22467, I-205 Improvements 1A - OR43 to OR213 (Abernethy Bridge and area improvements) totals \$375 million. Funding for the construction phase originates from Oregon HB3055. The legislation was passed on 6/26/2021.

81st OREGON LEGISLATIVE ASSEMBLY--2021 Regular Session

House Bill 3055

Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Representative Susan McLain, Senator Lee Beyer)

HB3055 makes housekeeping changes to the statutes governing the Oregon Department of Transportation (ODOT) operations. In addition to the housekeeping changes, the measure changes the following:

- Changes tolling statutes to include language around managing demand and improving operations as part of the rationale for assessing tolls;
- Allows the dedicated \$30 million in State Highway Fund annual revenue for the I-5 Rose Quarter Project to also be used to pay for:
 - **The I-205 Improvements: Stafford Road to Oregon Route 213 Project;**
 - The I-5 Boone Bridge and Seismic Improvement Project
 - The implementation of the toll program established under ORS 383.150.
- **Increases ODOT's short-term borrowing authority from \$100 million to \$600 million and extends maximum maturity of short-term obligations from 3 to 5 years;**
- Renames the State Tollway Account the Toll Program Fund and establishes the fund as separate and distinct from the State Highway Fund; and
- Authorizes the State Treasurer, at the request of ODOT, to issue tollway project revenue bonds for the purpose of financing tollway projects.

Added note: The funding commitment to the I-205 project requires approval from the Oregon Transportation Commission (OTC). The OTC will consider the funding commitment during their July 15, 2021 meeting. The formal MTIP amendment is progressing concurrently with ODOT required approval stages. However, the MTIP amendment's approval is contingent upon OTC's July 15, 2021 approval vote.

-
- FTA Conversion Code: N/A
 - Location, Limits and Mile Posts:
 - Location: On I-205 in and around the Abernethy Bridge across the Willamette River in West Linn and Oregon City
 - Cross Street Limits: Multiple
 - Overall Mile Post Limits: MP 8.50 to 11.05
 - Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
 - Air Conformity/Capacity Status:
The project is considered a "capacity enhancing" project from a roadway/motor vehicle improvement perspective and is not exempt

	<p>from air quality conformity analysis per 40 CFR 93.126. The project completed its required transportation and air quality modeling analysis as part of the 2018 RTP Update. The RTP project ID is 11969.</p> <ul style="list-style-type: none"> • <u>Regional Significance Status:</u> The project is regionally significant. The project is located on the Metro Motor Vehicle modeling network, contains federal funds, and includes capacity enhancing scope of work elements. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0942 ○ MTIP Amendment Number: JL21-14-JUL3 ○ OTC approval required: Yes. OTC approval of the \$375 million funding commitment to Key 22467 scheduled to occur on July 15, 2021. The MTIP amendment is progressing concurrently with required OTC actions and is contingent upon OTC approval. ○ Metro approval date: Tentatively scheduled for July 29th, 2021
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new project consisting with \$375 million of funding committed to the construction phase. Approval of the MTIP amendment is contingent upon OTC approval for the funding which is scheduled to occur during their July 15, 2021 meeting.</p> <p><i><u>Programming Background Summary</u></i></p> <p>Approximately 100,000 vehicles travel through the project area, which consists of the seven-mile stretch of I-205 between OR 213 and Stafford Road. It is the only section of I-205 with two travel lanes in each direction, creating a bottleneck that impacts the flow of traffic and freight throughout the region. The project area experiences the following issues:</p> <ul style="list-style-type: none"> • 6.75 hours of congestion per day, on average • A large volume of crashes – between 2014 and 2018, there were 896 crashes in the corridor • Approximately \$10.9 million per year from injuries, property damage, freight delays and fuel costs related to crashes <p>In addition to adding a third travel lane in each direction, the project will upgrade the Abernethy Bridge to make it seismically resilient. The Portland Metro Area is susceptible to significant infrastructure damage in the event of a large natural disaster and currently does not have a north-south lifeline route. Upgrading the Abernethy Bridge, and eight other bridges in the corridor, to be seismically resilient will provide this north-south lifeline route so that people and goods can safely travel through the region in the event of a disaster. This flow of people and goods will have regional impacts for the rest of the state and Washington.</p>

A mentioned earlier, Key 22467 (reflecting the construction phase for the I-205 Improvements 1A - OR43 to OR213 project), is a child project to the parent I-205: I-5 to OR213 improvement project in Key 19786. Delivery of the overall construction phase for the I-205 improvement project is divided into multiple segments. As the funding for the construction phase for these segments is obtained and committed, the segment is split-off as a child project and programmed accordingly.

Per the ODOT OTC Staff Report from April 6, 2018, the I-205 improvement is described as follows:

The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:

- Widen and seismically retrofit the George Abernethy Bridge near Oregon City.
- Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.
- Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.
- Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1’s ATM Project Atlas.

The I-205 Improvements 1A - OR43 to OR213 in Key 22467 addresses the required improvements that are part of the Abernethy Bridge segment. An overview of the full project is shown below.



MTIP and STIP programming began with Key 19786 in 2016 project development and then Preliminary Engineering (PE) activities were added in 2018 to the MTIP. The Right-of-Way (ROW) phase was added to the TIP and STIP in 2019 as shown below. A total of \$47,500,000 was programmed supporting project Development (Planning), PE, and ROW.

home	admin	RTP	RFFA	MTIP	FUND	search	
details	costs	programming	map	amendments	obligations	earmarks	comments

ODOT Key: 19786 | MTIP ID: 70859
 I-205: I-5 TO OR213, Phase 1 - Cycle 2018-21

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2016		\$11,527,500	\$972,500	\$2,500,000	\$15,000,000	<input type="checkbox"/>
	2016	NHFP (Z460) 92.22%	\$11,527,500	\$972,500	\$0	\$12,500,000	
	2018	OTHER - LOCAL		\$0	\$2,500,000	\$2,500,000	
Preliminary engineering	2018		\$15,769,620	\$1,330,380	\$12,900,000	\$30,000,000	<input type="checkbox"/>
	2016	ACPD (92.22%)	\$15,769,620	\$1,330,380		\$17,100,000	
	2018	HB2001 (B4A0)		\$0	\$12,900,000	\$12,900,000	
Purchase right of way	2019			\$0	\$2,500,000	\$2,500,000	<input type="checkbox"/>
	2018	HB2001 (B4A0)		\$0	\$2,500,000	\$2,500,000	
Totals >>			\$27,297,120	\$2,302,880	\$17,900,000	\$47,500,000	

The first project components/segment ready to move forward into construction with committed funding was the Active Traffic Management improvement portion. The major scope elements for this segment were to install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. This child project was split-off the parent in Key 19786 and programmed in the MTIP and STIP in 2019 as a stand-alone project in Key 21400 with \$6,200,000 as shown below.

home	admin	RTP	RFFA	MTIP	FUND	search	
details	costs	programming	map	amendments	obligations	earmarks	comments

ODOT Key: 21400 | MTIP ID: 71065
 I-205: I-5 - OR213, Phase 3 - Cycle 2018-21

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2019		\$0	\$0		\$0	<input type="checkbox"/>
Construction	2019		\$5,717,640	\$482,360		\$6,200,000	<input type="checkbox"/>
	2016	ACPD (92.22%)	\$5,717,640	\$482,360		\$6,200,000	
Totals >>			\$5,717,640	\$482,360	\$0	\$6,200,000	

Project Outreach Efforts

ODOT has involved the public with the project from the beginning through a series of public meetings, printed materials, social media, and online and in-person open houses. Since 2017, the project team has conducted/ distributed:

- 28 community briefings with neighborhood groups in Oregon City, West Linn, and Clackamas County.
- Three online open houses:
 - November/December of 2017
 - June 2018
 - April 2021 (translated into Spanish)
- Two in-person open houses:
 - June 5, 2018 (West Linn)
 - June 6, 2018 (Oregon City)

- Four informational project newsletters to residents within 1/2-mile of the project area
 - October 2017
 - May 2018
 - January 2020
 - April 2021 (translated into Spanish, Russian, Vietnamese, Traditional Chinese, and Simplified Chinese)

Now on to Construction

With the passage of HB3055, ODOT now has the ability to move forward with the next major component, the I-205 Improvements 1A - OR43 to OR213, (or the Abernethy Bridge improvement segment). The \$375 million available through HB3055 is being programmed in FY 2021 in the Construction phase.

Metro		2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET			Formal Amendment ADD NEW PROJECT Add new I-205 Abernethy Bridge improvement project	
Lead Agency: ODOT	Project Type: Capital	ODOT Key: 22467	Performance Meas: Yes	MTIP ID: NEW-TBD	Status: 6	Comp Date: 9/30/2027
Project Name: I-205 Improvements 1A - OR43 to OR213	ODOT Type: Modern	RTP ID: 11969	Capacity Enhancing: Yes	RFFA ID: N/A	RFFA Cycle: N/A	UPWP: No
Project Status: 6 - Pre-construction activities (pre-bid, construction management oversight, etc.).	Conformity Exempt: No	UPWP Cycle: N/A	On State Hwy Sys: I-205	Transfer Code: N/A	Past Amend: 0	OTC Approval: Yes
Short Description: Abernethy Bridge segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	Mile Post Begin: 8.50	Transfer Code: N/A	Mile Post End: 11.05	STIP Amend #: 21-24-0942	MTIP Amend #: JL21-14-JUL3	
Detailed Description: On I-205 from MP 8.50 to 11.05, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.	Length: 2.55		Flex Transfer to FTA: No			
STIP Description: This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The interchange at I-205 NB and OR 43 will be reconstructed and include a roundabout. The interchange at OR 99 will be reconstructed to accommodate the bridge widening. The project includes a noise wall in the vicinity of SB I-205 at Exit 9. Stormwater, landscaping, paving, striping, signing and lighting are also included as part of this project.	1st Year Program'd: 2021		Years Active: 0			
Last Amendment of Modification: None. Initial MTIP programming						
PROJECT FUNDING DETAILS						
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction
Federal Funds						
ADVCON	ACPO	2021				\$ 375,000,000
						\$ -
Federal Totals:						\$ 375,000,000
ADVCON is identified as 100% Federal at this time						

Additional Details:

Abernethy Bridge Improvement Aspects

	<p>1: Widen each side and slide one direction</p> <p>2: Slide the other direction</p> <p>3: Construct the interior widening</p> <p>4: Restripe and remove existing piers</p> <p>Completed Abernethy Bridge Section View</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The estimated construction phase cost for key 22467, I-205 Improvements 1A - OR43 to OR213, is \$375 million.</p> <p>The total project cost for the entire I-205 improvement project including all segments is approximately \$500 million.</p>
<p>Added Notes:</p>	<p>Included attachments:</p> <ol style="list-style-type: none"> 1. I-205 Improvement Project Flyer 2. July 15, 2021 OTC Staff Report

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the July #3 2021 Formal MTIP amendment (JL21-14-JUL3) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 28, 2021
• TPAC notification and approval recommendation.....	July 9, 2021
• OTC meeting and HB3055 funding approval.....	July 15, 2021
• JPACT approval and recommendation to Council.....	July 15, 2021
• Completion of public notification process.....	July 27, 2021
• Metro Council approval.....	July 29, 2021

Notes:

1. If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
2. The formal amendment is progressing concurrently with ODOT approval actions which includes fiscal verification from OTC approval action on July15, 2021. If OTC does not approve the HB3055 funding commitment for the I-205 Improvements 1A - OR43 to OR213 project, then Formal Amendment JL21-14JUL3 will be re-evaluated to determine if fiscal constraint is still possible.

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

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	August 5, 2021
• Submission of the final amendment package to USDOT.....	August 5, 2021
• ODOT clarification and approval.....	Mid to late August 2021
• USDOT clarification and final amendment approval.....	Mid to late August 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**

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

RECOMMENDED ACTION:

JPACT approved Resolution 21-5192 on July 15, 2021 consisting of adding ODOT's I-205 Abernethy Bridge improvement project, officially titled as the "I-205 Improvements 1A - OR43 to OR213" project with \$375 million of construction funding and recommends approval by Metro Council.

2 Attachments:

1. I-205 Improvement Project Flyer
2. ODOT July 15, 2021 OTC Staff Report

I-205 IMPROVEMENTS

Stafford Road to OR 213



JUNE 2021

WWW.I205CORRIDOR.ORG

PHASE 1A: OR 43 TO OR 213

DETAILS FOR CONTRACTORS

The I-205 Improvements Project will improve our economy by providing Oregonians safer, more reliable access to work and critical services, even after an earthquake or other major disaster. We are constructing the project in phases, with the first phase between OR 43 and OR 213 kicking off in 2022.



IMPROVEMENTS INCLUDED IN PHASE 1A

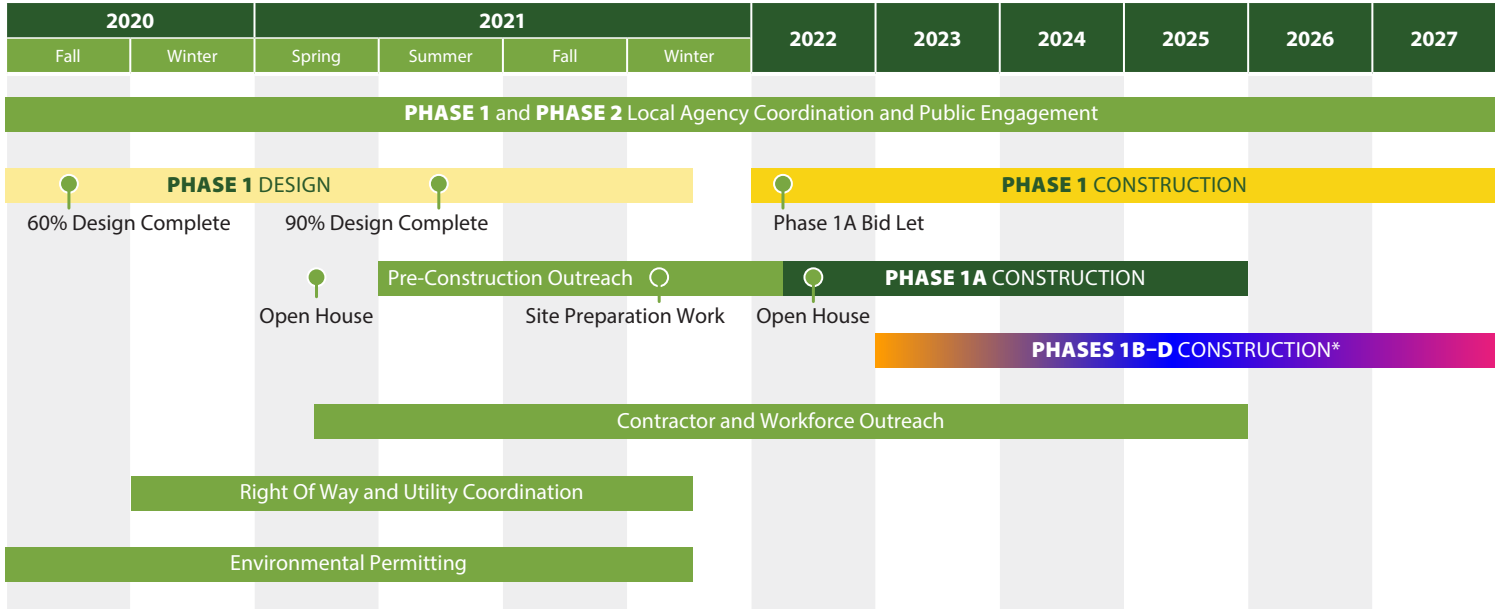
- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Construct final configuration of Willamette Falls Drive/OR 43 intersection. 3 End roadwork at West A Bridge. <i>Bridge work in Phase 1C.</i> 5 Remove third southbound lane south of Abernethy Bridge. 7 Construct final configuration of OR 43 southbound intersection. 9 Carry three-lane configuration southbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge. 11 Construct Main Street wall. 13 Begin roadwork at Main Street Bridge. <i>Bridge work in Phase 1B.</i> 15 Re-stripe southbound lanes from two lanes plus an auxiliary lane to three lanes between OR 213 entrance and OR 99E exit. Install rumble strips. | <ul style="list-style-type: none"> 2 Construct final configuration of Willamette Falls Drive/Broadway intersection. 4 Temporary mainline widening and temporary ramp alignment. 6 Construct final configuration of OR 43 roundabout, northbound entrance and southbound exit ramp. 8 Maintain existing two-lane configuration northbound with additional entrance to exit auxiliary lanes on the Abernethy Bridge. 10 Construct final configuration of OR 99E southbound and northbound ramp intersection, OR 99E entrance ramp and Clackamette Drive walls. 12 Construct half of the configuration of northbound entrance ramp. <i>Final configuration dependent on Main Street Bridge work in Phase 1B.</i> 14 Construct sound wall. <i>There is no southbound roadway widening in Phase 1A.</i> 16 Sign bridge for new southbound traffic configuration. |
|--|---|

I-205 IMPROVEMENTS

Stafford Road to OR 213



SCHEDULE



*Scheduling of Phases 1B, 1C and 1D is currently tentative and will be refined fall 2021.

FOR MORE INFORMATION

Workforce and Business Opportunities: www.I205Corridor.org

For other DBE information, visit:

www.oregon.gov/ODOT/Business/OCR/Pages/Disadvantaged-Business-Enterprise.aspx

Interested contractors can contact Allen Hendy, ODOT Project Manager, with questions or for more information:

Allen.HENDY@odot.state.or.us | 971-235-3861

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

DATE: June XX, 2021

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda/Consent XX – Amend 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding and add a construction phase to the I-205 Improvements project.

Requested Action:

Amend the 2021 – 2024 Statewide Transportation Improvement Program (STIP) to increase funding for Preliminary Engineering (PE) funds for the I-205 Improvements project from \$32.2 million to \$50.7 million. The PE funds will increase by \$18.5 million and will be funded by the financial tools provided in House Bill 3055.

Establish the Construction (CN) funding for Phase 1A of the project. Amend the 2021 – 2024 STIP to program \$375 million in Construction funding for Phase 1A. The CN funds will be funded by the financial tools provided in House Bill 3055.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
I-205: I-5 - OR213, Preliminary Engineering (PE)	\$32,200,000	\$50,700,000
I-205: I-5 - OR213, Phase 1A Construction (HB 3055)	\$0	\$375,000,000
TOTAL	\$32,200,000	\$425,700,000

Project to increase funding:

I-205: I-5 - OR213 (KN 19786)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$12,452,305	\$12,452,305
Preliminary Engineering	2018	\$32,200,000	\$50,700,000
Right of Way	2019	\$2,460,000	\$2,460,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTAL		\$47,112,305	\$65,612,305

Project to add:

I-205: I-5 - OR213, Phase 1A Construction (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$375,000,000
TOTAL		\$0	\$375,000,000

Background:

Project Overview

The I-205 Improvements Project improves the congested seven-mile section of Interstate 205 between OR213 and Stafford Rd. by widening and seismically retrofitting the Abernethy Bridge, adding the missing third general purpose lane (northbound and southbound), and creating safer options to enter and exit the corridor with an auxiliary lane from OR43 to OR213, and combining the OR 43 ramps. Once the project is complete, congestion will be reduced from 6.75 hours a day to 2, the Abernethy Bridge will be the first earthquake-ready state crossing of the Willamette River and eight other bridges will be rebuilt or seismically retrofitted.

The National Environmental Policy Act (NEPA) process was completed in December 2018 with a Documented Categorical Exclusion. As preliminary design progressed, three phases of construction were planned. Phase 1 constructs OR213 to 10th St. and reached 90% design in May 2021, Phase 2 completes 10th St. to Stafford Rd. and is currently at 60% design. Phase 3 was successfully completed on time and budget with the installation of Real Time traffic management signs in late 2020.

Multiple construction contracts will be let to deliver Phase 1, starting with Phase 1A. This phase will go to bid in December 2021, with construction beginning during the allowable in-water work window in summer 2022. Phase 1A includes Abernethy Bridge widening and seismic strengthening, highway construction, OR43 roundabout construction and ramp improvements, OR 99E interchange improvements, stormwater treatment, retaining walls, signing, striping, sign structures, illumination, and construction of a sound wall at Exit 9. Construction of Phase 1A is expected to end in 2026, after 4 in-water work cycles.

Phase 1A will be delivered with an alternative procurement method that scores technical qualifications, approach and cost. The Price-Plus-Multi-Parameter procurement is being used due to the highly complex and technical requirements associated with widening the Abernethy Bridge. In Price-Plus-Multi-Parameter, price is weighted at 40 percent and the technical approach and qualifications make up

the remaining 60 percent. Technical experience will be sought to match the complexities associated with the project including bridge construction/widening; drilled shafts; marine access; temporary traffic control and traffic maintenance; and permit compliance. ODOT is working with FHWA to supplement the Diversity Program goals that will be included in the contract for Disadvantaged Business Enterprises (DBEs), on the job training and Tribal Employment Rights Ordinance (TERO) program.

The addition of \$18.5 million would cover the remaining preliminary engineering costs for Phase 1 and Phase 2. Detailed planning will happen in summer/fall 2021 to determine construction sequencing, contract specifications, traffic management plans and cost estimates, and risk management tools for the Phase 1 contract bundles. This funding will support ongoing project development to fully develop the bid packages for the remaining portions of Phase 1 with the plan to complete construction in 2026.

Financial Plan

The Oregon State Legislature has identified toll revenue as the primary source of funding for this project and directed ODOT to develop a toll program for the I-5 and I-205 corridors. The process to implement a toll program is lengthy and it will take several years before any revenues are available to finance the project. Tolling is currently being evaluated under the National Environmental Policy Act (NEPA) process. The earliest tolling could be implemented is 2024 and toll revenue will not be available until that time.

The I-205 project will be constructed in phases; Phase 1A of the I-205 OR213 to Stafford Road project would seismically retrofit and expand the Abernethy Bridge over the Willamette River. Construction of Phase 1A of the project is expected to begin in FFY 2022, and is estimated to cost an additional \$372 million beyond what is already programmed in the STIP. Consequently a source of construction financing is needed to begin construction prior to a tolling decision. In the 2021 Legislative Session, legislation provides this financing through a combination of bonding and short-term borrowing. The legislation, HB 3055, will increase ODOT's short-term borrowing cap to \$600 million and allow for five year maturities. The bill will also allow the \$30 million authorized in HB 2017 (2017 Session), which begins in January 2022 and is currently set aside for the I-5 Rose Quarter project, to be shared between the Rose Quarter and the I-205 OR213 to Stafford Road and Toll Program development projects. Both of these changes provide a means to interim fund Phase 1A of the I-205 OR213 to Stafford Road project before toll revenue becomes available.

Attachments:

- Attachment 1 – PowerPoint
- Maps – Location and Vicinity

Materials following this page were distributed at the meeting.

To: Metro Council
Subject: Comments regarding agenda items 4.1 and 4.3 for Tuesday, August 3, 2021.

Given the extraordinary circumstances that inhabitants of Planet Earth find themselves in, resulting from human-caused greenhouse gas emissions, and considering the significant fraction of such emissions in Oregon that come from the transportation sector, I ask you to take an extraordinary action today that respects the urgent situation now facing Planet Earth.

Please do not approve the portions of today's requested MTIP amendments that facilitate enhancing freeway capacity. These consist of the Highway 217 auxiliary lane extensions in Resolution 21-5188, and the Abernethy Bridge Improvement Segment in Resolution 21-5192 (agenda items 4.1 and 4.3).

Failure to approve an MTIP amendment is not customary, and it means substituting your judgement for that of the agencies and advisory committees that requested and recommended these amendments. Unfortunately, both the Oregon Department of Transportation and the Oregon Transportation Commission have violated the public trust by their actions in pushing these projects forward without dealing with the problem of greenhouse gas emissions. By rejecting these amendments, you will also be recognizing that your own Regional Transportation Plan of 2018 approved these projects on the basis of flawed assumptions and misplaced trust. Many others share the blame, but a critical decision is on your agenda today.

You should all be aware by now that ODOT and the OTC have no plausible plan for meeting Oregon's greenhouse gas emission goals, and if Oregon and the United States refuse to do their share in reducing greenhouse gas emissions, how can we expect that the other, less advantaged nations of the world, will take the necessary steps that in concert might save us from planetary disaster?

There are obvious alternatives to freeway capacity expansion, including congestion pricing and enhanced transit service. Properly implemented variable tolling could allow express buses operating on our freeways to provide frequent, reliable, and expeditious transit service, that in combination with improved transit overall, could offer a more environmentally benign alternative to single-occupancy, fossil-fueled motor cars for a significant portion of this region's trips.

When you seem trapped in a hole, stop digging! There should be absolutely no more freeway capacity expansion until a credible approach to rapidly reducing greenhouse gas emissions from the transportation sector has been implemented.

There will never be a better time to begin a course correction than today, however painful it may feel in the moment.

Sincerely,
Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215

August 2, 2021

TO: Metro Council

FROM: Joe Cortright, City Observatory

RE: Public comment on greenhouse gas emissions and highway expansion

We are in the midst of a climate crisis; our state is literally on fire and failing in dramatic fashion to meeting our stated greenhouse gas reduction goals, almost entirely because we're driving more. Transportation is now the single largest source of greenhouse gas emissions in Oregon, accounting for 40 percent of GHGs. And that number is increasing.

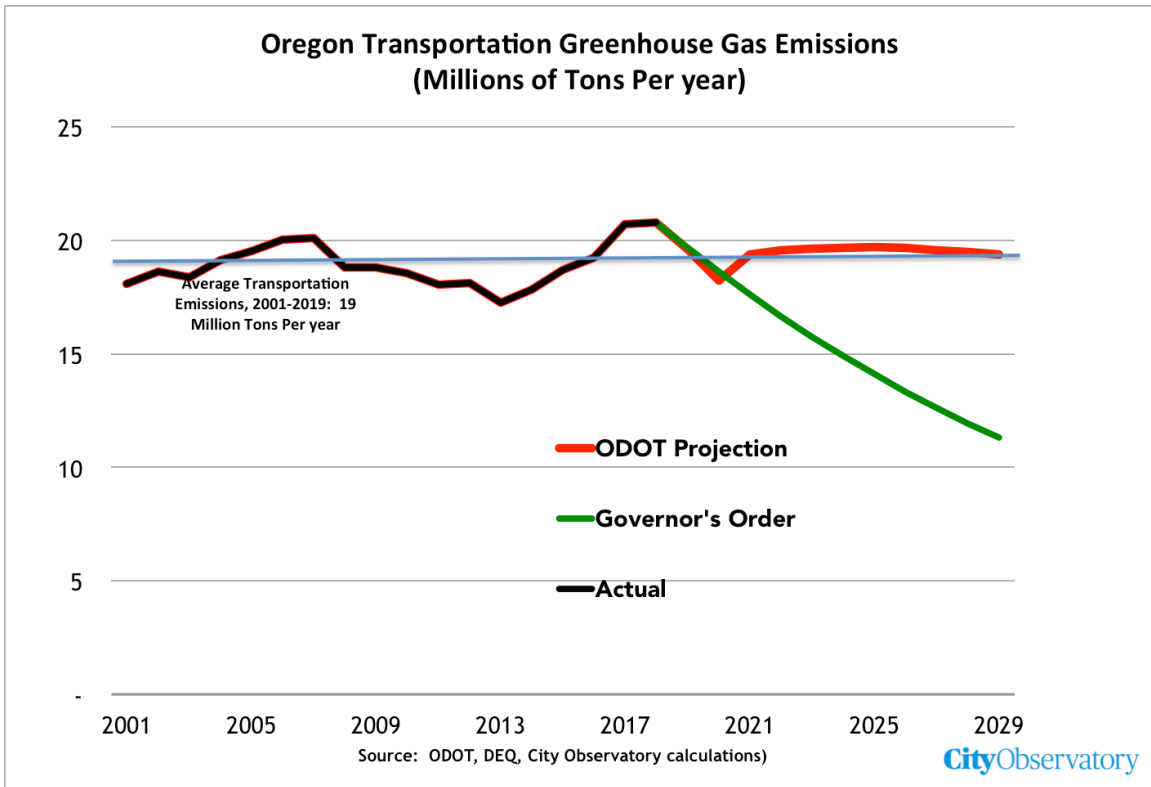
The Oregon Department of Transportation maintains two different sets of books when it comes to greenhouse gases. One set of books are glossy and glib PR materials with cute green "fig-leaf" icons and colorful, but vague dashboards; they assure everyone that ODOT is hard at work trying to cut greenhouse gas emissions from transportation (which are the largest and fastest growing source of GHGs in the state). But the agency has a second set of books which tells a different story; and these are the books that matter: its financial projections. The agency gets most of its revenue from taxes on motor fuel and trucking, and it projects essentially no reduction in the amount of gas and diesel burnt in the state through the end of the decade. They don't advertise these books to the general public, but they do share them with the bond market when they ask to borrow money. The agency's forecasts show the state burning slightly more motor fuel in 2029 than it has on average during the past 15 years, and making no progress towards the state's adopted climate goals. ODOT's revenue forecast is contingent on Oregon greenhouse gas emissions increasing to 19.4 million tons annually by 2029, higher than their average of the past 15 years, and 70 percent higher than the level needed to be on track to meeting Governor Brown's climate change executive order.

The Oregon DOT's "Climate Action Plan" claims that the agency wants to decrease greenhouse gases, but its financial plans show otherwise

The agency's revenue projections show it is planning for gasoline consumption not to decline at all, meaning that carbon emissions don't decline

ODOT's fuel tax projections imply that cars and trucks will continue to produce about 19 million tons of greenhouse gases through then end of this decade, an amount 70 percent larger than consistent with achieving the Governor's greenhouse gas reduction goals.

ODOT has used these fuel consumption projections to convince private investors to buy bonds to be repaid from future gas tax revenues; the financial projections, not the climate PR, represents the agency's real position.



The Oregon Department of Transportation is telling anyone who'll listen about their deep concern about climate change, and all the actions they're taking to reduce greenhouse gas emissions. It's a splashy PR campaign, with a newly minted "climate office" and a "fig leaf" logo.

But that's not the real story. The real story is told, not in the agency's PR documents, but in its financial plans and projections. It's told in the byzantine "official statement" it provides to bond markets. That real story is that the agency is planning on Oregon's transportation system continuing to emit just as much greenhouse gases for the next decade as it does today. Its financial plans hinge on Oregonians buying, and burning enough gasoline and diesel into the 2030s to produce nearly 20 million tons of CO2 a year—roughly 20 percent more than was emitted in 1990, and nowhere near the state's official target of cutting greenhouse gas emissions by 80 percent by 2050 (and far below interim targets established by Governor Brown).

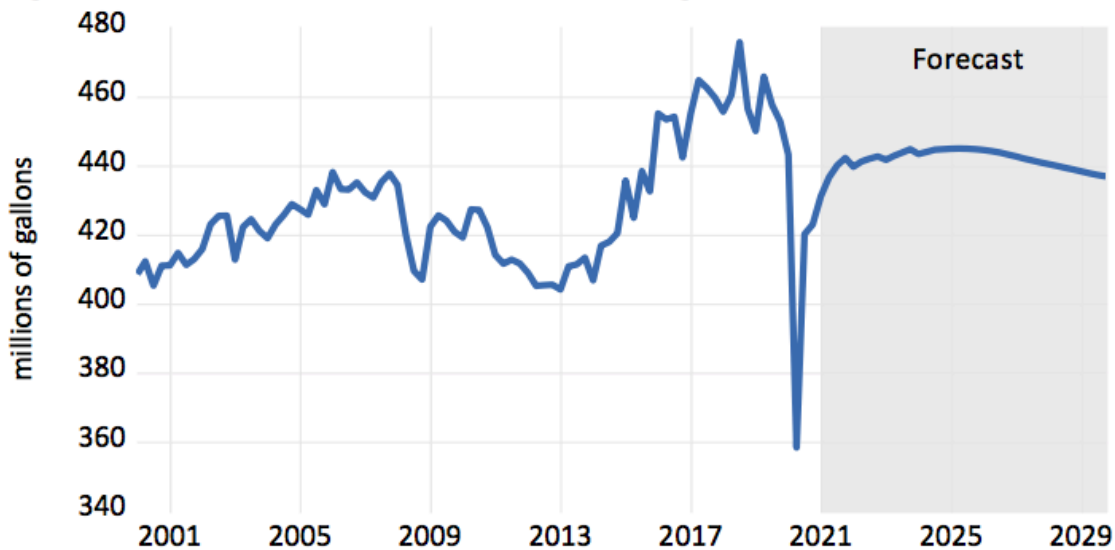
Oregon Governor Kate Brown's climate emergency order calls for reducing greenhouse gas emissions by 45 percent from 1990 levels by 2035; ODOT is counting on fuel consumption that will produce greenhouse gas levels of 19.4 million tons in 2030; nearly 20 percent higher than in 1990, and 70 percent higher than the amount needed to be on track to meet the Governor's stated goal.

This department's revenue forecast belies claims that any of the actions it's hoping for, including electric vehicle adoption or more efficient internal combustion vehicles will do anything in the next decade to reduce Oregon's transportation greenhouse gas emissions.

ODOT predicts we'll continue buying and burning 1.7 billion gallons of taxable motor fuel every year, through 2030. This coupled with other transportation fuels, in turn, will produce 19.4 million tons of greenhouse gases annually through 2029.

Here's ODOT's latest (April, 2021) forecast of quarterly taxable motor vehicle fuel sales. (This doesn't include sales of diesel fuel for large, over the road trucks which pay the state's weight-mile tax). As you can see, these quarterly figures show long term consumption of motor fuels stabilizing at a bit more than 440 million gallons per quarter (about 1,760 million gallons annually) through the remainder of the decade.

Figure 22. Motor Fuels forecast (millions of gallons of taxable fuel)



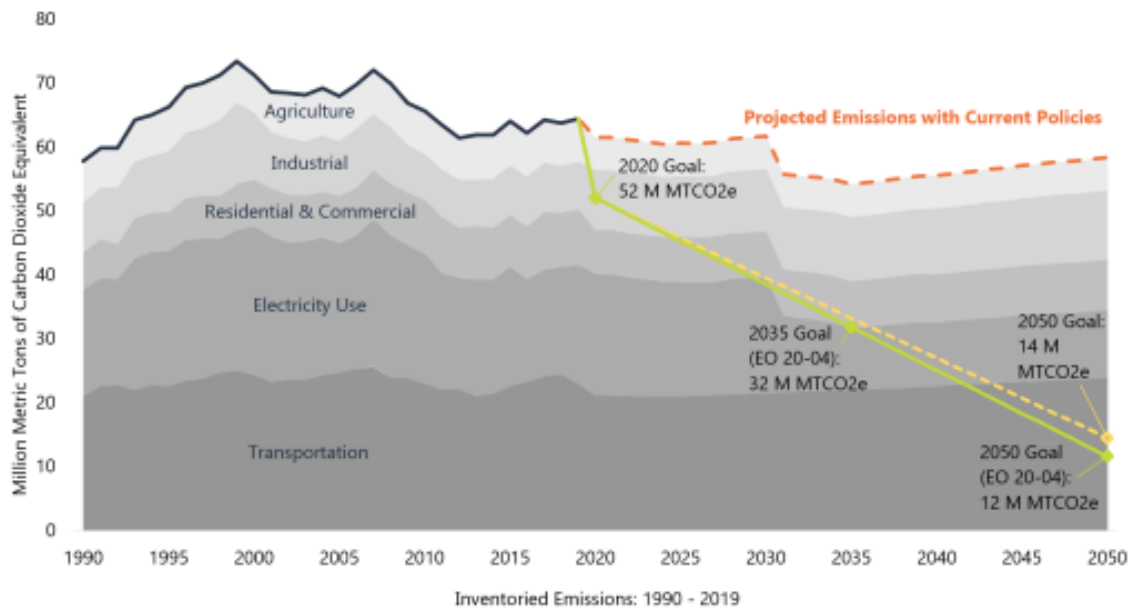
Source: Oregon Department of Transportation Revenue Forecast, April, 2021.

Burning gasoline and diesel fuel translates directly into more greenhouse gas emissions. It's very straightforward to estimate the greenhouse gas emissions that result from burning a gallon of gasoline. Each gallon of gas, when burnt, produces 8.87 kilograms (almost 20 pounds) of CO₂. That means burning 1.75 billion gallons of gasoline will result in about 15.6 million metric tons of carbon dioxide

(1,750,000,000 * 8.87). Burning diesel fuels accounts for most of the rest of the 19.3 million in emissions (see further discussion of diesel fuel consumption, below).

The continued burning of all this fossil fuel is completely inconsistent with Oregon's stated climate goals. As illustrated by the green line in our first chart, Governor Brown's Executive Order 20-04 implies a much more rapid and dramatic decline in greenhouse gases, and therefore, fossil fuel consumption. This same point has been made by the Oregon Global Warming Commission, which has sketched out the path to meeting the state's 2050 goal of reducing greenhouse gases to no more than 20 percent of 1990 levels. (See the yellow dashed lines).

Figure 6. Oregon's Past and Projected Greenhouse Gas Emissions Compared to Goals.²³ (Source DEQ, 2020)



It's worth noting, as we've pointed out before at City Observatory, that the most effective means of reducing gasoline consumption (and greenhouse gases) was higher fuel prices. Fuel prices which rose steadily from 2004 through 2008, and which remained high until 2014, had the effect of reducing Oregon's total gas consumption by almost 10 percent. When gasoline prices plunged by almost 40 percent in 2014, following the collapse of global oil prices, Oregon's gasoline consumption surged from about 400 million to about 470 million gallons per quarter (seasonally adjusted). This was the principal reason that the state saw big increases in greenhouse gas emissions from transportation over this time period.

Although it doesn't explicitly say so, presumably these official ODOT forecast reflect the net effects of improving vehicle efficiency, increasing numbers of electric vehicles, and ODOT's much vaunted "operational improvements" (i.e. electronic sign boards along highways). What ODOT's official revenue forecasts are telling us is that the agency fully expects us to be generating just as much greenhouse gases

from driving in 2030 as we are today; indeed, the agency is counting on it, to pay its bills.

If the agency seriously believed in its climate strategy, then it would be planning for and predicting a steady decline in gasoline consumption, as we adopted more efficient vehicles, electrified and "made every mile count." But as its financial projections make clear, the agency has no faith that any of these measures will make any substantive difference to gasoline consumption (and therefore, greenhouse gas emissions).

Diesel Emissions

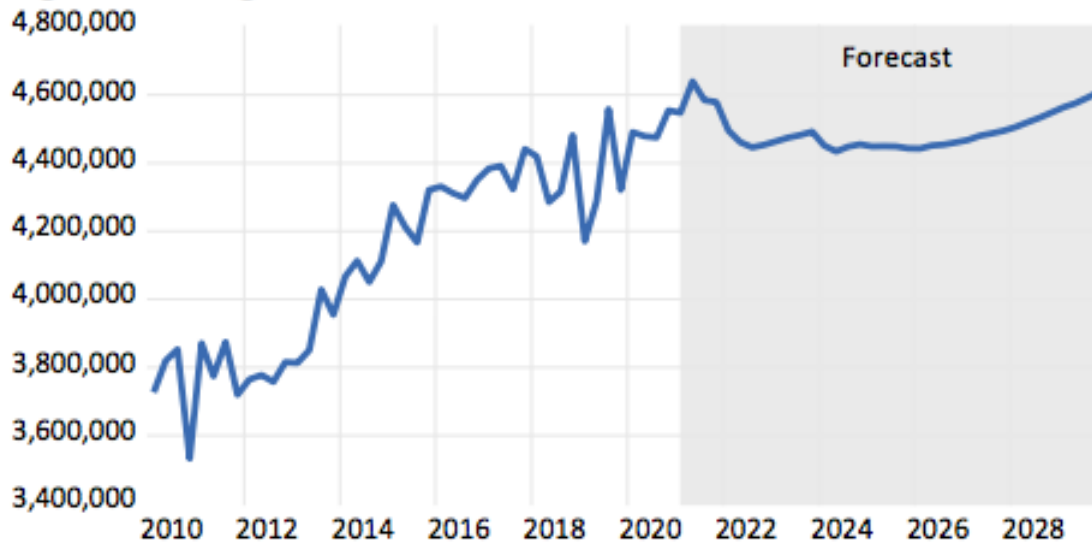
And gasoline-based CO₂ emissions are just part of the puzzle. The ODOT gasoline forecast exclude diesel fuel burned by vehicle subject to Oregon's weight-mile tax, which is applied to heavy over-the-road trucks. The Oregon Department of Environmental Quality reports that these sources represent about 23 percent of transportation greenhouse gas emissions:

In addition to the health effects, combustion of diesel fuel is a significant source of greenhouse gas emissions. Transportation accounts for approximately 40 percent of all statewide greenhouse gas emissions in Oregon. This represents the largest source of emissions and a source that has seen increased emissions in recent years. While heavy-duty trucks and buses, which typically are fueled by diesel, only account for four percent of vehicles on the road nationally, they are responsible for nearly 25 percent of total transportation sector greenhouse gas emissions nationally, and 23 percent in Oregon. Emissions from trucks are one of the fastest growing sources of greenhouse gas emissions, and the number of truck miles traveled on the nation's roads is projected to continue to grow significantly in the coming decades.

In its 2018 inventory, DEQ estimates that burning distillate fuels (of which diesel is the bulk), account for about 7 million tons of greenhouse gases per year; equal to about 50 percent of the amount generated by burning gasoline in cars.

ODOT also has a prediction for these weight-mile taxes, which suggests that they, too will not decrease materially between now and 2030. That means that greenhouse gas emissions from diesel trucks will also not materially decline. ODOT predicts that weight-mile transactions will stabilize at 2019 levels through 2025 and then increase thereafter (Figure 18). In short, ODOT is saying that diesel truck emissions will likely remain at or above their current levels indefinitely.

Figure 18. Weight-mile transaction forecast

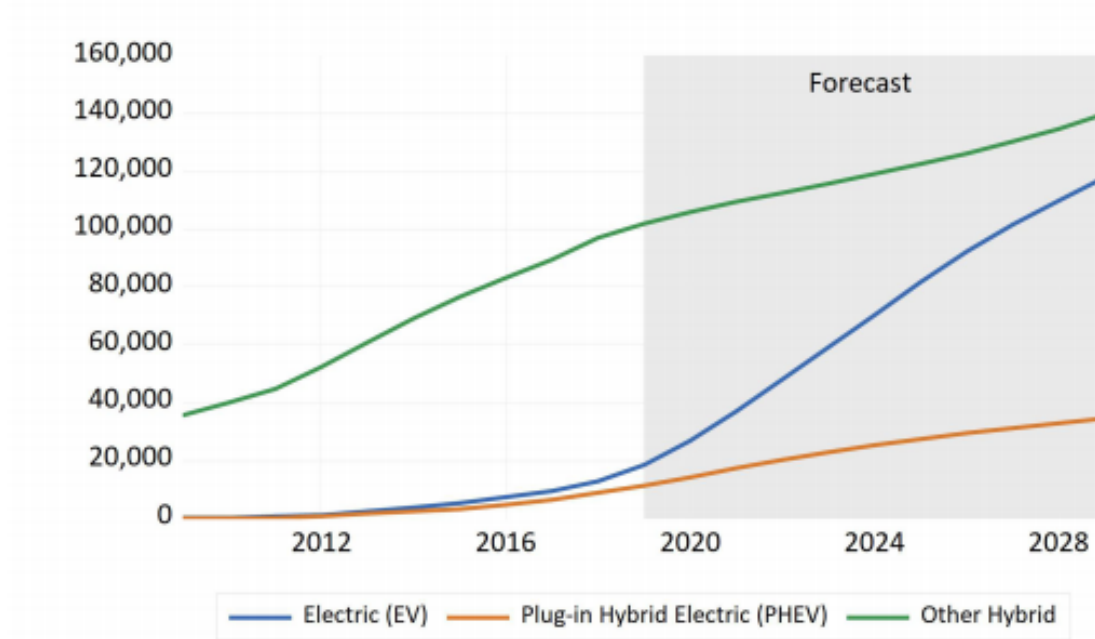


And, no EVs will not save the day; By 2030, only 3 percent of Oregon vehicles will be electric, according to ODOT

The favorite dodge of highway apologists is to argue that electric vehicles will obviate the need to reduce driving at all. Never mind that the production and operation of electric vehicles isn't zero carbon, best estimates are that life-cycle emissions from building EVs and their batteries and charging them will produce about 30 to 50 percent of the emissions of greenhouse gases as cars.

But ODOT doesn't expect electric vehicles to be more than a token part of the fleet in the next decade. The agency's October 2019 revenue forecast predicts the size and composition of Oregon's light duty vehicle fleet through 2029. They forecast that Oregon will have about 3.9 million light duty vehicles, but only about 120,000 of them (total) will be electric vehicles. That's just 3 percent of the fleet; 97 percent will still be internal combustion engines. The slow adoption of electric vehicles, as depicted in ODOT's official revenue forecasts, means the agency believes that its efforts to promote EVs won't have a significant effect on the state's greenhouse gas emissions any time in the next decade, at least.

Figure 12. Electric and Hybrid Vehicle Stock Forecast



Source: October 2019 ODOT Forecast

There's a naive and wrong-headed argument going around among highway apologists, arguing that they don't need to worry about climate change because vehicle electrification will somehow solve the problem. These data show that won't happen fast enough, and in all likelihood won't happen at all, as we continue to burn 1.7 billion gallons of taxable motor fuel a year in Oregon.

Financial projections show ODOT's real priorities: More greenhouse gas pollution. As Upton Sinclair observed, "It is difficult to get a man to understand something, when his salary depends on his not understanding it." What ODOT is saying, implicitly, is that their salaries depend on continued massive production of greenhouse gases.

In simple financial terms, ODOT is counting on—is planning on—Oregonians not doing anything to significantly reduce their consumption of fossil fuels between now and 2030. Its plans to pay for building new highways are based on the assumption that we reduce total fuel consumption by no more than a few percent in the next decade—at exactly the time when scientists (and our adopted climate plans) tell us we need to be making the most progress toward preventing climate catastrophe.

There's a striking contrast between the precise and hard-nosed projections of ODOT's revenue forecast (they're counting on us buying and burning 1.7 million gallons of taxable motor fuel every year through 2030), and the vague, PR-infused, fuzziness of Oregon DOT's Climate Action Plan. Part of this plan is an "Every Mile

Counts" initiative, which, despite its name, doesn't actually include any counts of vehicle miles traveled, any hard plans for reducing VMT, or any specific goals for 2030. Instead, it's just a vague exhortation to maybe, if you'd like, drive a bit less. But there's no serious plan to make that happen.

If you read the fine print of the agency's climate plan, it's also clear that their real priority is getting more money and building more roads. The climate plan contains no stated goal for reducing greenhouse gas emissions from transportation (or VMT), but does specify as goals, assuring the agency has plenty of revenue and can keep building roads.

The Strategic Action Plan identifies three main priorities:

- **Equity**– Prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.
- **Modern Transportation System** – Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.
- **Sufficient and Reliable Funding** – Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

The agency's real plan is reflected in its revenue forecast. ODOT is planning to spend billions widening highways, and is counting on us to buy just as much fossil fuel through the next decade as we're buying now.

If you want to know what ODOT really cares about, and the future it's really planning for, don't be taken in by the gauzy and performative claims to care about climate, look at the agency's financial plans. Money talks, and at ODOT it's effectively saying, "we're going to do nothing to significantly reduce greenhouse gases in Oregon, and we're going to keep spending money to widen roads and encourage people drive more."

Disobeying the Governor's climate order

Oregon DOT's financial plans show that the agency has no intention of even trying to comply with Governor Kate Brown's Climate Emergency Order.

In 2020, the Governor ordered state agencies, including ODOT, to develop plans to reduce emissions to 45 percent below 1990 levels by 2035. According to DEQ, Oregon's 1990 greenhouse gas emissions from transportation fuel consumption were 16.1 million tons. That implies that by 2035, the state's total emissions from transportation fuels should be no higher than roughly (.55 * 16.1) 8.9 million tons. The pathway or glide slope required to reach that level of emissions requires roughly a 5.4 percent annual decrease in from 2018 through 2029. This glide slope

implies that in 2029, emissions would need to be about 11.3 million tons to be on track to meet the 2035 goal.

ODOT's gas forecast makes it clear that through 2029, emissions from light duty cars and trucks (not to mention all other sources of transportation emissions, including heavy trucks, railroads, ships and aircraft) will be 70 percent greater than that amount—19.3 million tons.

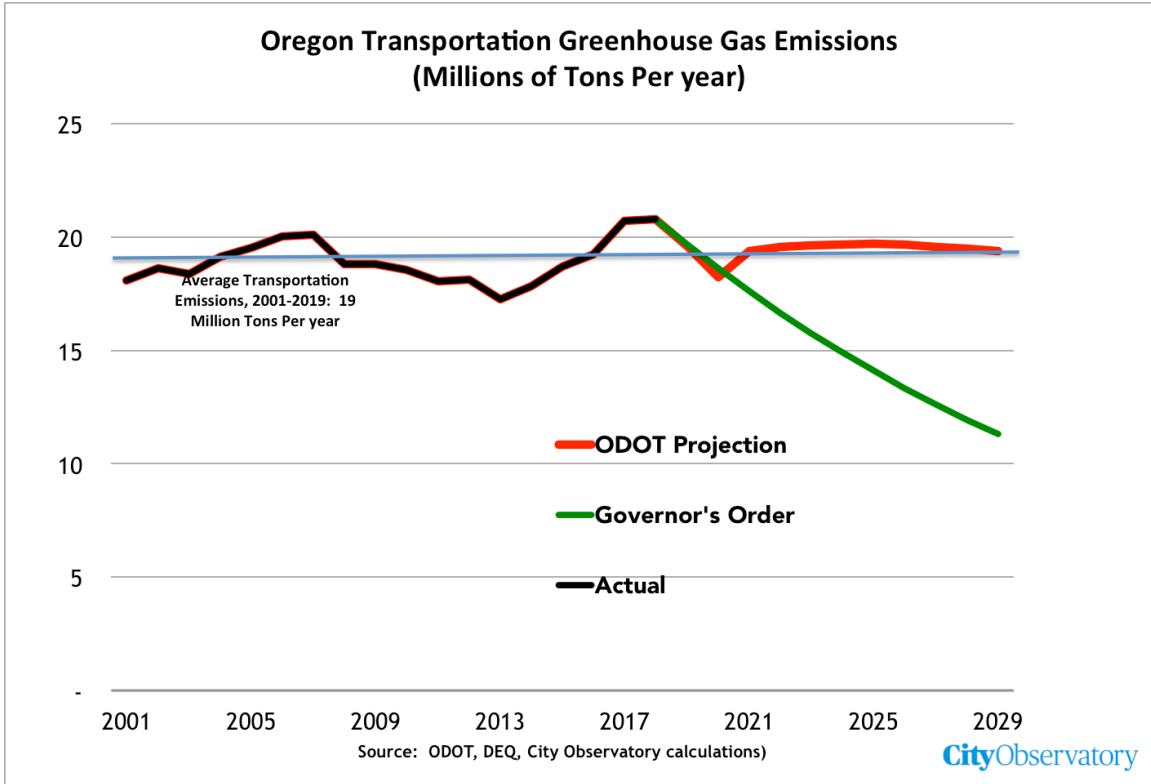
Section 4(c)(2) of the executive order makes it clear that the 55 percent reduction applies separately to transportation fuels (e.g. gasoline and diesel fuel); the Department of Environmental Quality is directed to come up with rules that will achieve these reductions separately for transportation fuels. Agencies like ODOT can't claim that they'll be able to pollute more because other sectors of the economy will somehow make even larger reductions in greenhouse gas emissions.

In effect, ODOT is keeping two sets of books: Except that one set of books, doesn't actually have any hard information, just vague and unverifiable claims about values and a lot of noble intent. The real books—the ones with dollars and cents—and millions and millions of tons of greenhouse gases locked-in—are hidden in plain sight. And the agency's climate plans make no mention of how inconsistent the agency's real financial plan is with its purported climate goals. It's a fraud and deception, pure and simple.

Appendix: Transportation Fuels and Greenhouse Gases in Oregon

As noted, Oregon DOT forecasts taxable motor fuels sold and weight-mile transactions (a proxy for total weight mile truck volume) through 2029. Motor fuels, when burned, produce greenhouse gases.

We've estimated average transportation emissions from gasoline and diesel in Oregon based on the historic relationship between the ODOT taxable motor fuels volume estimate and the DEQ annual transportation sector greenhouse gas estimate for on road gasoline and diesel fuel consumption. On average, between 2004 and 2019, the consumption of 1,000 gallons of taxable motor fuel (as estimated by ODOT) was associated with an estimated 11.07 metric tons of transportation fuel carbon dioxide (as estimated by DEQ). We apply this relationship to ODOT's 2021-2029 projections to estimate greenhouse gases associated with transportation fuel consumption.



These figures likely underestimate CO2 emissions, inasmuch as ODOT projects weight-mile activity and associated diesel heavy truck emissions to increase faster than taxable motor fuels activity through 2029. In addition, it's worth noting that the DEQ sector estimates are considerably lower than those used in the evaluation of Oregon's Clean Fuels Program (CFP). The CFP requires that gasoline and diesel fuel in Oregon be blended with ethanol and biodiesel to reduce the total carbon content of fuels burnt. The methodology used to calculate emissions under the CFP is a "well-to-wheels" metric, that counts all of the carbon emissions associated with production, refining and transport, as well as combustion, as opposed to the EPA factor which is a "tank to wheels" metric, counting just the carbon from combustion. The CFP well-to-wheels emission factor is about 12.3 kilos of carbon per gallon of conventional gasoline, compared to the EPA "tank-to-wheels" emission factor of 8.78 kilos of carbon per gallon of conventional gasoline. If the "well-to-wheels" approach is actually correct, this may mean that current estimates used by DEQ in its sector inventory substantially understate the relative contribution of transportation fuels to Oregon's greenhouse gas emissions.

ODOT's forecast only explicitly included taxable motor fuel sales, i.e. gasoline and diesel fuel used to power cars and light and medium sized trucks. Sales of diesel fuel to larger over the road trucks is exempt from this tax, as these trucks pay the weight-mile tax instead.

The Oregon Office of Economic Analysis computes the carbon intensity of gasoline and diesel sold in Oregon under the Clean Fuels program. It estimates that the total

net effect of the program has been (which blends 10 percent ethanol with conventional gasoline, and a similar amount of biodiesel with conventional diesel), is to reduce greenhouse gas emissions from fuel consumption by an aggregate of about 5 percent, based on a "well-to-wheels" analysis. The potential for increasing biofuels is limited; nearly 90 percent of gas-powered vehicles on the road today can only burn a maximum of ten percent ethanol. Increasing ethanol production would have serious negative environmental impacts.

ODOT forecasts that taxable motor fuel sales in 2029 will be 1,751 million gallons. That's slightly more than the average fuel consumption for the years 2004 through 2019 (about 1,723 million gallons per year). DEQ estimates that total transportation emissions from motor gasoline and distillate fuel (chiefly diesel) were about 19.6 million tons in 2019, about 22 percent above their 1990 level of 16.1 million tons. The following chart shows estimated carbon emissions from motor gasoline and diesel fuel in Oregon, grown at the rate of increase of taxable motor fuel sales, for the period 2021 through 2029, per the ODOT Forecast.

Year	Motor Fuel (million gallons)	CO2 Emissions (million tons)
2021	1,752	19.39
2022	1,767	19.56
2023	1,774	19.64
2024	1,778	19.68
2025	1,780	19.71
2026	1,776	19.67
2027	1,768	19.57
2028	1,759	19.48
2029	1,751	19.38

Metro Council
600 NE Grand Avenue
Portland, OR 97232

August 3, 2021

Paxton Rothwell
3911 NE Grand Ave
Portland, OR 97212

RE: Special Meeting to Discuss Freeway Expansion Funding

Dear Councilmembers,

My name is Paxton Rothwell. I am 27 years old and, while I am going to mention my involvement with several prominent organizations in the Portland area, I am writing this on my own accord.

I am asking you today to vote against all MTIP amendments that direct taxpayer money toward freeway expansions on I-205 (the Abernathy Bridge project) and on OR-217. After reading through this letter, I hope that you also speak out vocally against all future freeway expansions in the Portland Metro Area.

I have been following these amendments since they started in the TPAC committee. I asked the members of that committee to vote against recommending these amendments and was met with this paraphrased response:

This is just the start of this process. We encourage you to follow this through and voice your concerns at all levels of this process.

I then attended the JPACT meeting and spoke out strongly against freeway expansions to the prominent political leaders on that committee, some of which are otherwise very open-minded to alternatives to driving. In this meeting, only 1 member had to speak out against leaving the freeway expansion items on the consent agenda which would have forced a full discussion and vote on the issue. Instead of doing that, the leaders on that committee were cowards and left the freeway expansion items on agenda and recommended them to you.

That's why I'm here today. I have to follow these items to the end. It is clear to me and members of my generation that freeway expansions in the era of rampant climate catastrophe is misdirected and frankly rude. Let me expand on why:

- Induced demand that occurs when new lanes are built will cancel out all new capacity within a few years
- Charging road users to use the road space they occupy would increase capacity by discouraging poor travel habits. Some people can adjust their trip timing to reduce congestion. Some people can adjust to other forms of transportation if driving is charged. To use the excuse that charging for road use is somehow inequitable to poorer communities or people who have to use the highway system is not founded in reality. The system is designed to push poorer communities to

the fringes, away from access to resources, forcing them to rely on a car. Water use is not free. Electric use is not free. Food is not free. So why is highway use free?

- Funding freeway expansion gives money to encouraging driving. To address climate change head on, all levels of government need to aggressively ramp up access to and quality of public transportation. A dollar spent on a freeway is a dollar robbed from actually sustainable transportation.
- Many trips taken by car in the US are 3 miles or less. If safe and accessible infrastructure were accessible for people to take transit, bike, or e-bike for these trips then many could give up their cars entirely. You should fight to expand *this* infrastructure instead of car infrastructure.
- The goals of car electrification are noble and well-intentioned. But I doubt that the millions of vehicles on the road will be replaced with electric versions in the short time we have left to act. Also, the creation of a new vehicle and the environmentally toxic battery will push the Earth's ecosystems further out of balance. To rely solely on vehicle electrification (and therefore defend the need for more freeway capacity) ignores the reality of our situation.

The reality of our situation simply sucks. We are seeing disasters caused by climate change increasing in magnitude and intensity. Smoke from the Bootleg Fire in Southern Oregon is circulating over the Atlantic Ocean right now. A heat dome covered the Pacific Northwest in late June and killed over one hundred vulnerable Oregonians. Smokey skies is now a season in the Portland Metro area, which is something that even I wouldn't have believed would happen so soon if you had told me 3 years ago.

I will not be able to attend this special meeting on Tuesday because I will be returning from a backpacking trip in Bend. I'm going on this trip and a few other this summer while I still can because I deeply understand the reality of our situation: the climate of the world we live in today will be gone next year. The climate is, and will continue to, change before our eyes. Little can be done about the changing climate we are seeing today, but we can do so much today to help slow the destruction so that future generations will be able to continue inhabiting this planet.

I am a member of the Sunrise Movement PDX and have been working with other youth to ask all levels of government to pay attention to the young generations and recognize that inaction will leave us with an inhospitable world. The status quo got us here, but it cannot save us. We need our leaders to dream big and allow members of our community to rise up and participate directly in shaping our future.

I am also a member of the Getting There Together Coalition that is now working on creating a new transportation ballot measure for the next election. We are trying to present the idea that, with some work, our built environment can and should be traversed via walking, biking, and transit. We have to *fight* to get this proposition put together and supported, but freeway expansion can be walked into the limelight without a vote by the people – that is simply disgusting.

Think outside of the box and be as brave as you can be in this daunting time. The future of humanity rests on your shoulders to make timely decisions to protect the life-sustaining systems of this planet.

Thank you for your time. Please reach out if you have any questions for me. Be brave councilmembers.

Sincerely,
Paxton Rothwell

Written Testimony on Resolution No. 21-5188 and Resolution No. 21-5192

08/03/2021

Josh Hetrick—City of Portland

Please deny approval of Resolution No. 21-5188 (Highway 217) and Resolution No. 21-5192 (I-205 Abernethy Bridge). We can't afford more fossil fuel infrastructure — climate change is here, now. We know from decades of research and experience shows us that widening highways can't solve congestion, and it's fantastically expensive and heavily polluting to boot.

Jeffrey Yasskin—City of Portland

I am asking you to vote "No" on approval of Resolution No. 21-5188 (Highway 217) and Resolution No. 21-5192 (I-205 Abernethy Bridge).

As we've seen in the past several weeks with 115°F temperatures and the third-largest fire in Oregon's history, the climate crisis has arrived. It's past time to stop approving highway projects that increase vehicle-miles-traveled and carbon emissions. Instead, every project you approve needs to focus on getting people out of private cars and onto more efficient modes of transportation, like busses, trains, bikes, scooters, and feet. Tolling is a great way to fund these projects, and congestion-priced tolls should reduce congestion better and more permanently than highway expansions.

Please put Metro on the right side of climate change.

Garlynn Woodsong—City of Portland

Dear Councilors,

I'm writing to ask you to deny approval of Resolution No. 21-5188 (Highway 217) and Resolution No. 21-5192 (I-205 Abernethy Bridge). Perhaps you, as elected officials, don't fully realize how many of us are feeling the climate anxiety from the last few months, and how strongly we understand the link between these terrible freeway expansions and our rising oceans and burning forests.

It seems that any time we ask for more funding for transit, biking or walking, our government agencies cry poverty, but when billions of dollars of freeway widening are on the line, our state and local governments don't raise any objection.

In 2021, we simply can no longer tolerate you, or any other, elected leaders approaching freeway widenings on auto-pilot, especially any local leader who ostensibly claims to care about the climate emergency that just killed over 100 Oregonians.

These funding plans for Highway 217 and the Abernethy Bridge, are on the agenda for your July 29th Metro Council meeting. It's vitally important that the Metro Council come to understand that these projects are not 'just normal' any more. Here's why:

There is strong consensus among climate scientists that Oregon's drought, wildfires and last month's "heat dome" are directly related to global climate disruption. We are feeling the impacts of greenhouse gases released globally, but 40% of our local contribution to GHG emissions comes from transportation and it's rising, even as emissions from other sources are trending down (although not as quickly as we need).

A number of these projects have been in the Regional Transportation Plan (the region's federally-mandated list of high-priority projects) for years, if not decades. During that time, our understanding of the climate emergency has only become clearer and more urgent. Other policies in the RTP to reduce traffic demand have simply not worked. It's time to recognize that the RTP does not work for our community!

It's Not About Congestion, by the way. Elected officials like to hide behind congestion: "If we get traffic flowing freely," we often hear you say, "emissions at the bottleneck will go down."

But overall analysis of the system tells us that there is a direct relationship between roads and emissions. I won't go into the details of induced demand here, but the data is clear: if you add 1% more lane-miles, you get 1% more traffic (and emissions).

As detailed in Transportation For America's Congestion Con report, between 1993 and 2017, the 100 largest urbanized areas in the United States spent more than \$500 billion adding new freeways or expanding existing ones. In those same cities, congestion increased by 144 percent, significantly outpacing population growth. Given your regional portfolio and governing priorities, Metro is well-situated to be the government agency to call ODOT's bluff on their nonsensical claims about congestion relief. Our region absolutely needs to address traffic congestion.

It's time Metro pointed out that ODOT clearly doesn't intend to solve congestion, or to take meaningful action on climate change.

Also, electrification is not going to save us. While electrification of our fleet will reduce GHG emissions,

it's not sufficient by itself. The best numbers available tell us that even with aggressive electrification, we need to reduce driving by 20% to 33% to balance our carbon books to avoid the worst impacts of climate change. And to be clear – we're not seeing anywhere near an aggressive uptake of vehicle electrification at this point.

So far in 2021, fewer than 250,000 EVs have been sold in the US. Meanwhile, light trucks like the Ford F-150 continue to dominate: over 1 million were sold in just the last month. These cars will be on our roads for as much as two decades. It's simply imperative we build communities where Oregonians have alternatives to driving for every trip, and dumping billions into freeways robs us of the resources we need for this shift.

Instead of widening freeways this decade, Metro should adopt a Price Before You Build policy. Good policy imposes pricing first, then assesses whether the resulting demand warrants new capacity in the system.

We are slowly moving to a consensus in Oregon that we have to price use of our road system. But we have not yet converged on a strategy to do that well. Good policy would impose pricing first, then assess whether the resulting demand warrants new capacity in the system.

Incredibly, for both the Rose Quarter and Abernethy Bridge, ODOT will first build the roads, then toll them later to pay off bonds. Decades of research show that congestion pricing is the only tool proven to tackle not only recurring traffic jams but also reduce both air pollution, carbon emissions. Both the City of Portland and Metro have undertaken significant work to think about the equitable implementation of pricing roads – ODOT's freeway expansions and subsequent tolling for revenue (not for congestion relief) preempt local and regional efforts to implement this policy more in line with equity, climate, public health or congestion relief goals.

However, how you price, also matters. By tolling the Abernethy Bridge, ODOT is basically putting themselves in the situation where they need sustained levels of traffic to pay off the project bonds. Reductions in driving to help GHG emissions would break their financial model. We're baking ongoing GHG emissions into the project!

In contrast, congestion pricing to manage demand over the bridge would include the option to spend the revenue generated on offsetting programs (like transit or active transportation) to reduce demand and increase equity.

The last thing Oregon needs, as the state suffers from over 400,000 acres of wildfires currently burning before the beginning of August, is to create perverse financial incentives for the state to need to perpetuate carbon-intensive driving to pay off bonds.

Please, vote no on Resolution No. 21-5188 (Highway 217) and Resolution No. 21-5192 (I-205 Abernethy Bridge).

Thank you very much,

Garlynn Woodsong

Cassie Wilson—Clackamas County

To the Metro Council,

My name is Cassie Wilson, I'm 23 years old, and I live in Clackamas County.

I'm writing to ask that you vote no on MTIP amendment resolutions 21-5188 and 21-5192.

There's something I'd like you to think about while reading this: I've testified to the state legislature, the county, TPAC, JPACT, and the OTC and nearly everyone avoids taking any responsibility for these freeway expansions and many have been dismissive towards young people demanding climate and transportation justice. Nearly every public official has felt they couldn't say no to any part of these freeway expansions because they're supposedly inevitable, they're in someone else's community, or they're at the discretion of another governing body. To that I ask, why do you all have the power to vote on these issues if you feel like you can never say no? Why were you elected or appointed to office if not to serve your community and use taxpayer dollars responsibly?

I live in an area where there is no access to sidewalks, bike lanes, or public transportation and where many of the roads are literally just long trenches of potholes.

I got my driver's license earlier this year, but still face massive financial barriers to having my transportation needs met as a disabled person. Let me break down some numbers for you:

It cost \$263 to purchase pedal extensions to be able to drive. It cost \$46 to purchase a stool that I can get in and out of the car independently. It will cost \$6,500 to make my vehicle fully accessible to me, but as a disabled person my annual income from SSI is less than that at just \$6,352 a year. This doesn't factor in the money I also have to pay for gas, insurance, and maintenance or that I had access to a family car to begin with.

And I didn't even want to drive, but it was the only way to get a job or a higher education. Growing up I saw my brother struggle to keep jobs because he didn't have reliable transportation, but how is one supposed to buy a car without a job? Access to an automobile shouldn't be a prerequisite for participating in society, but in almost all of Clackamas County, we simply haven't invested in alternatives.

As someone who experiences the limitations and financial burdens of our existing transportation options, it's disappointing to see elected officials continue to outspend on freeway expansions over true investments in transit, road maintenance, or safer streets. ODOT's priorities are saying that I'm not welcome if I don't own a car or can't drive and that even if I can, I just have to accept the out of reach price tag that comes along with navigating my community.

It's not just that widening freeways robs us of investing in transportation that actually meets my needs - widening freeways robs my generation of a hospitable future (as if the deadly heat wave, drought, and wildfires of our present are a very hospitable present). 40% of our greenhouse gas emissions come from transportation. We shouldn't widen freeways in the middle of a climate crisis.

Last fall I stood in my kitchen, nervously listening to newscasters report that the entirety of Clackamas County was under some level of evacuation order as wildfires crept closer to our homes. As a disabled

person, I've seen other people like me get left behind in climate disasters across the country and I fear joining those statistics.

There's less than 10 years before our climate fate is sealed. Investing in freeways instead of building age-friendly, walkable neighborhoods prohibits many from acquiring basic independence and is literally stoking the flames of the climate crisis. All of you have an opportunity - and I'd argue - an obligation - to use your position to push for a different direction and invest in alternatives.

So when you're making these decisions to keep pushing along the status quo and investing hundreds of millions of dollars in fossil fuel infrastructure, I hope you think of all the disabled, elderly, and young people as well as anyone else who is unable to drive. While you may just be able to get in the car and drive and your biggest complaint is being stuck in traffic, we're trying to figure out how to safely navigate our communities without going into debt, and without having access to rural public transit, sidewalks, and bike lanes while also being most impacted by the effects of climate change. It doesn't have to be like this. And imagine how much better congestion would be if more people were moving together or not in a car at all instead of so many single occupant vehicles clogging the roads! Imagine what our public transportation system would be like if we invested in it at this rate instead of freeways! Freeway expansions do nothing for the long term improvement of our communities and transportation systems, let alone the dramatic reduction in emissions we need.

For me, true independence will come not from a driver's license, but from Oregon building a transportation system that allows every Oregonian the chance to get around without a car. To get there, we must stop widening freeways and instead invest in alternative transportation options.

Thank you.

Cassie Wilson (she/her)