

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26)	RESOLUTION NO. 22-5241
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADVANCE)	Introduced by: Chief Operating Officer
EIGHT METRO UNIFIED PLANNING WORK)	Marissa Madrigal in concurrence with
PROGRAM (UPWP) PROJECTS INTO THE)	Council President Lynn Peterson
CONSTRAINED MTIP TO ASSIST IN THE)	
DEVELOPMENT OF THE SFY 2023 UPWP, PLUS)	
ADD FOUR NEW PROJECTS TO THE MTIP (JA22-)	
07-JAN2)		

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, Metro established multiple UPWP program and project funding buckets based on UPWP history and past funding allocations which has enabled a multi-year commitment of needed federal Planning funds transit 5303 planning funds, and Surface Transportation Block Grant (STBG) funds to be developed and visible which are now programmed in the outer years of the MTIP to avoid conflicts with the annual obligation targets; and

WHEREAS, a preliminary review of probable Metro State Fiscal Year 2023 UPWP expenditures indicated the need to now advance several UPWP STBG funded revenue buckets from the non-constrained MTIP years to FFY 2022 to assist with the development and eventual obligation of the approved funding for the SFY 2023 UPWP; and

WHEREAS, the January 2022 Regular MTIP Formal Amendment is now advancing eight UPWP program and project revenue buckets from FFY 2025 to FFY 2022 to assist with the development of the SFY 2023 UPWP; and

WHEREAS, ODOT is adding the Willamette River - Stormwater Source Control Improvements project which will complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas; and

WHEREAS, ODOT is also adding the US26 - SE Powell Blvd at SE 36th Ave safety upgrade project to design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety and comply with the ODOT Inner Powell Road Safety Audit that identified needed safety improvement locations that would benefit by adding a traffic signal; and

WHEREAS, two Recreational Trail Program (RTP) discretionary grant awards from the Oregon Department of Parks and Recreation RTP funding program to the Columbia Slough Watershed Council and the city of Troutdale are being programmed as part of this amendment to ensure they can move forward and obligate their federal awards through FHWA's Financial Management Information System (FMIS); and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan to ensure the projects remain consistent with the goals and strategies identified in the Regional Transportation Plan; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the January, MTIP Formal Amendment bundle; and

WHEREAS, none of the four projects includes capacity enhancing scope elements, or has an estimated total project cost which exceeds \$100 million dollars negating the need to complete a special amendment performance evaluation against any of the four projects; 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 January 7, 2022; and

WHEREAS, JPACT approved Resolution 22-5241 consisting of the January 2022 Regular Formal MTIP Amendment on January 20, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 10, 2022 through Resolution 22-5241 to formally amend the 2021-26 MTIP to with the four projects included in the December Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this 15th day of February 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-5241



Proposed January 2022 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JA22-07-JAN2**
Total Number of Projects: 12

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 22145 MTIP ID 71118	Metro	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)	ADVANCE PROJECT: The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)
Project #2 ODOT Key 20877 MTIP ID 70870	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations. Note: Remaining funding currently programmed reflect allocated funding not obligated from the SFY 22 UPWP program and carried over to support the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #3 ODOT Key 22151 MTIP ID 71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year). Funding will be combined into Key 21839 in support of the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #4 ODOT Key 21839 MTIP ID 71224	Metro	Portland Metro Planning SFY23	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).	COMBINE FUNDS: Combine STBG funds from Keys 20877 and 22151 for Key 21839 to act as the SFY 23 UPWP Master Agreement key.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #5 ODOT Key 22160 MTIP ID 71109	Metro	Safe Routes to Schools program (FFY 2022) (SFY23 UPWP)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #6 ODOT Key 22172 MTIP ID 71105	Metro	Statewide Travel Survey (SFY 23 UPWP)	Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 ODOT Key 22163 MTIP ID 71102	Metro TriMet	Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost effectiveness of regional transit investments. (FY 2022 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district	<u>ADVANCE PROJECT:</u> Advance the original fund exchange project for TriMet from FFY 2025 to FFY 2022. Change lead agency to be TriMet. Update the project name and description to reflect that the STBG funds will be used for TriMet's Bus and Rail Preventative Maintenance program needs
Project #8 ODOT Key 22169 MTIP ID 71124	Metro	TSMO Administration (FFY 2022) (SFY 23 UPWP)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP
Project #9 ODOT Key 22552 MTIP ID TBD New Project	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	<u>ADD NEW ROJECT:</u> (PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #10 ODOT Key 22551 MTIP ID TBD New Project	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	<u>ADD NEW PROJECT:</u> The amendment adds the new safety improvement project to the 2021-26 MTIP
Project #11 ODOT Key 22545 MTIP ID TBD New Project	Columbia Slough Watershed Council	Columbia Slough Water Trail	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP
Project #12 ODOT Key 22543 MTIP ID TBD New Project	Troutdale	North Beavercreek Bridge Replacement	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
 Advance from FFY 2025 to FFY 2022
 to support SFY 23 UPWP

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22145
Project Name: Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	1	ODOT Type: Planning	MTIP ID: 71118
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JN22-07-JAN2

Detailed Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation **from FFY 2022 supporting SFY 23 UPWP. Inclusion into Master Agreement expected**)

STIP Description: TBD. The project is programmed outside of the STIP 2021-24 constrained years

Last Amendment of Modification: Formal - July 2021 - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025	\$ 74,263					\$ -
STBG-U	Z230	2022	\$ 74,263					\$ 74,263
								\$ -
								\$ -
							Federal Totals:	\$ 74,263
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 8,500					\$ -
Local	Match	2022	\$ 8,500					\$ 8,500
								\$ -
								\$ -
								\$ -
							Local Total	\$ 8,500
Phase Totals Before Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Phase Totals After Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Year Of Expenditure (YOE):								\$ 82,763
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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.
- > What are we doing?
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022. A preliminary review of the SFY 2023 UPWP program budget needs indicates the funds will be required as part of the overall SFY 2023 UPWP.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

LEAD AGENCY		Metro				
PROJECT NAME		Freight and Economic Development Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22145	Regional planning to support freight systems planning and economic development planning activities. (FY 2022 UPWP allocation year)				Freight
MTIP ID	71118					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$74,263	\$8,500	\$0	\$82,763
FY 21-26 Totals			\$74,263	\$8,500	\$0	\$82,763
Estimated Project Cost (YOES)			\$74,263	\$8,500	\$0	\$82,763



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE/COMBINE
 Advance from FFY 2025 and combine
 into Key 21839

Lead Agency: Metro		Project Type: Planning	ODOT Key: 20877
Project Name: Regional MPO Planning (2021)	2	ODOT Type: Planning	MTIP ID: 70872
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 1
		Years Active: 2	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2
		<p>Project Status: 0 = No activity.</p> <p>Short Description: Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.</p> <p>Detailed Description: This program provides support to Metro in meeting MPO mandates, established through federal regulations. Examples of these requirements include development and adoption of a long-range plan (RTP) and a short-range transportation improvement program (TIP), support for a decision-making structure that includes local governments and state and regional transportation providers, participation in the development of local plans and projects that implement regional policy, maintenance of travel demand models for planning by Metro, local governments and state and regional transportation service providers. In addition, these responsibilities include maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers, and compliance with federal certification requirements like environmental justice and air quality.</p> <p>STIP Description: TBD</p>	

Last Amendment of Modification: Formal - AP21-09-APR - (April 2021) - SPLIT FUNDS: The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025	\$ 154,280					\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 17,658					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 171,938	\$ -	\$ -	\$ -	\$ -	\$ 171,938
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (171,938)	\$ -	\$ -	\$ -	\$ -	\$ (171,938)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

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.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022 and combines the STBG and match into Key 21839. Key 21839 with PL and 5303 will be come the SFY 2023 UPWP Master Agreement project grouping bucket. Funds will be programmed in FFY 2022. As a result, programming in Key 20877 decreases to \$0 and is canceled.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No

The STBG remaining STBG funds in Key 20877 not obligated are from last year's UPWP program and now will be committed to the SFY 23 UPWP program. The STBG and match will be advanced and combined into Key 21839 along with the PL and 53030 funds for the SFY 23 UPWP.

Current MTIP Programming for Key 20877 and 21839

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other
MTIP ID	70872					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$154,280	\$17,658	\$0	\$171,938
FY 21-26 Totals			\$154,280	\$17,658	\$0	\$171,938
Estimated Project Cost (YOE\$)			\$154,280	\$17,658	\$0	\$171,938

LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY23				
Project IDs		Project Description				Project Type
ODOT KEY	21839	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).				Other
MTIP ID	71224					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2022	Metro PL (5303)	\$608,621	\$69,659	\$0	\$678,280
Planning	2022	Metro Planning (Z450)	\$2,108,492	\$241,326	\$0	\$2,349,818
FY 21-26 Totals			\$2,717,113	\$310,985	\$0	\$3,028,098
Estimated Project Cost (YOE\$)			\$2,717,113	\$310,985	\$0	\$3,028,098



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE/COMBINE
 Advance from FFY 2025 and combine
 into Key 21839

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22151
Project Name: Regional MPO Planning (FFY 2022)	3	ODOT Type: Planning	MTIP ID: 71131
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
Short Description: Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2

Detailed Description: Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - MA21-10-MAY -(May 2021) - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025	\$ 1,400,673					\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 160,313					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (1,560,986)	\$ -	\$ -	\$ -	\$ -	\$ (1,560,986)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

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.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022 and combines the STBG and match into Key 21839. Key 21839 with PL and 5303 will be come the SFY 2023 UPWP Master Agreement project grouping bucket. Funds will be programmed in FFY 2022. As a result, programming in Key 22151 decreases to \$0 and is canceled.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No

The STBG allocated in Key 22151 is intended to support the SFY 23 UPWP program. The STBG and match will be advanced and combined into Key 21839 along with the PL and 5303 funds for the SFY 23 UPWP.

Current MTIP Programming for Key 22151 and 21839

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22151	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)				Regional Program
MTIP ID	71131					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,400,673	\$160,313	\$0	\$1,560,986
FY 21-26 Totals			\$1,400,673	\$160,313	\$0	\$1,560,986
Estimated Project Cost (YOE\$)			\$1,400,673	\$160,313	\$0	\$1,560,986

LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY23				
Project IDs		Project Description				Project Type
ODOT KEY	21839	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).				Other
MTIP ID	71224					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2022	Metro PL (5303)	\$608,621	\$69,659	\$0	\$678,280
Planning	2022	Metro Planning (Z450)	\$2,108,492	\$241,326	\$0	\$2,349,818
FY 21-26 Totals			\$2,717,113	\$310,985	\$0	\$3,028,098
Estimated Project Cost (YOE\$)			\$2,717,113	\$310,985	\$0	\$3,028,098



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINE
 Combine STBG from Keys 20877 and 22151

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21839
Project Name: Portland Metro Planning SFY23	4	ODOT Type: Planning	MTIP ID: 71224
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2

Detailed Description: Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.

STIP Description: TBD

Last Amendment of Modification: None This the first amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
PL	Z450	2022	\$ 2,108,492					\$ 2,108,492
5303	277D	2022	\$ 608,621					\$ 608,621
STBG-U	Z230	2022	\$ 1,554,953					\$ 1,554,953
								\$ -
Note: STBG is pulled from Keys 20877 and 22151 in support of SFY23 UPWP							Federal Totals:	\$ 4,272,066
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State (PL)	Match	2022	\$ 241,326					\$ 241,326
								\$ -
								\$ -
							State Total:	\$ 241,326
Local Funds								
Local (5303)	Match	2022	\$ 69,659					\$ 69,659
Local (STBG)	Match	2022	\$ 177,971					\$ 177,971
								\$ -
								\$ -
								\$ -
							Local Total	\$ 247,630
Phase Totals Before Amend:			\$ 2,419,503	\$ -	\$ -	\$ -	\$ -	\$ 2,419,503
Phase Totals After Amend:			\$ 4,761,022	\$ -	\$ -	\$ -	\$ -	\$ 4,761,022
Year Of Expenditure (YOE):							\$	4,761,022
Phase Amount Change:			\$ 2,341,519	\$ -	\$ -	\$ -	\$ -	\$ 2,341,519
Phase Change Percent:			96.8%	0.0%	0.0%	0.0%	0.0%	96.8%

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.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment combines STBG and match from Keys 20877 and 22151 in support of the Metro SFY UPWP Master Agreement list of eligible projects. Adjustments to Keys 20877 and 22151 are occurring also in this bundle.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

Funding to develop the SFY 23 UPWP Master Agreement list of approved projects will include federal PL funds, federal 5303 funds, State funds, and federal STBG funds. The STBG funds are already committed to the Metro's UPWP through the RFFA Step 1 allocation process. This amendment is now pulling the STBG funds needed for the SFY 23 UPWP from Keys 20877 and 22151.

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other
MTIP ID	70872					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$154,280	\$17,658	\$0	\$171,938
FY 21-26 Totals			\$154,280	\$17,658	\$0	\$171,938
Estimated Project Cost (YOE\$)			\$154,280	\$17,658	\$0	\$171,938

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22151	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)				Regional Program
MTIP ID	71131					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,400,673	\$160,313	\$0	\$1,560,986
FY 21-26 Totals			\$1,400,673	\$160,313	\$0	\$1,560,986
Estimated Project Cost (YOE\$)			\$1,400,673	\$160,313	\$0	\$1,560,986



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
 Advance from FFY 2025 to FFY 2022
 as part of SFY23 UPWP

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22160
Project Name: Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	5	ODOT Type: Planning	MTIP ID: 71109
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2022 allocation year) (for SFY23 UPWP inclusion and implementation)			
STIP Description: TBD			

Last Amendment of Modification: Formal -

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 530,450	\$ -
STBG-U	Z230	2022					\$ 530,450	\$ 530,450
							\$	-
							\$	-
							Federal Totals:	\$ 530,450
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 60,712	\$ -
Local	Match	2022					\$ 60,712	\$ 60,712
							\$	-
							\$	-
							\$	-
							Local Total	\$ 60,712
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
							Year Of Expenditure (YOE):	\$ 591,162
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%

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.
- > What are we doing? Advancing Key 22160 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the SRTS project from FFY 2025 to FFY 2022. It will be part of the SFY 23 UPWP.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027
- > RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
 Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Safe Routes to Schools program (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22160	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2022 allocation year)				Regional Program
MTIP ID	71109					
RTP ID	12021					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$530,450	\$60,712	\$0	\$591,162
FY 21-26 Totals			\$530,450	\$60,712	\$0	\$591,162
Estimated Project Cost (YOE\$)			\$530,450	\$60,712	\$0	\$591,162



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
 Advance from FFY 2025 to FFY 2022
 as part of SFY23 UPWP

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22172
Project Name: Statewide Travel Survey (SFY 23 UPWP)	6	ODOT Type: Planning	MTIP ID: 71105
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
Short Description: Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2

Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (SFY 23 UPWP)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 350,000	\$ -
STBG-U	Z230	2022					\$ 350,000	\$ 350,000
								\$ -
								\$ -
							Federal Totals:	\$ 350,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 40,059	\$ -
Local	Match	2022					\$ 40,059	\$ 40,059
								\$ -
								\$ -
								\$ -
							Local Total	\$ 40,059
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Year Of Expenditure (YOE):								\$ 390,059
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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.
- > What are we doing? Advancing Key 22172 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment advances the State Travel Survey project from FFY 2025 to FFY 2022 to be part of the SFY 23 UPWP. Flex transfer to FTA appears will be required.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
 Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Statewide Travel Survey				
Project IDs		Project Description			Project Type	
ODOT KEY	22172	Contribution to statewide travel survey to inform travel forecasting models.			Other	
MTIP ID	71105					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$350,000	\$40,059	\$0	\$390,059
FY 21-26 Totals			\$350,000	\$40,059	\$0	\$390,059
Estimated Project Cost (YOES)			\$350,000	\$40,059	\$0	\$390,059



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
 Advance from FFY 2025 to FFY 2022
 as part of SFY23 UPWP

Lead Agency: Metro TriMet		Project Type:	Planning	ODOT Key:	22163
Project Name: Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	7	ODOT Type	Planning	MTIP ID:	71102
		Performance Meas:	No	Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	11335
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 23
		Flex Transfer to FTA	Yes	Transfer Code	5307
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	1	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	JA22-07-JAN2

Detailed Description: ~~Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that:~~

- ~~• Bring people to live and work within walking distance of high quality transit;~~
- ~~• Creates new market comparable for more compact development;~~
- ~~• Cultivates developers with expertise in compact and mixed-use building in suburban settings;~~
- ~~• Increases acceptance of urban style buildings through high quality design;~~
- ~~• Contributes to place making and local identity; and~~
- ~~• Support housing affordability.~~

~~By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2022 allocation year)~~

The project is part of Metro and TriMet's annual UPWP STBG for Local funds exchange which provides Metro local funds to support TOD activities and TriMet federal STBG supporting their Preventative Maintenance program needs. TriMet commits the funds to their Preventative Maintenance program which provides labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties (FFY 2022 allocation/SFY 2023 UPWP)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 3,495,507	\$ -
STBG-U	Z230	2022					\$ 3,495,507	\$ 3,495,507
							\$ -	\$ -
							\$ -	\$ -
							Federal Totals:	\$ 3,495,507
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$ -	\$ -
							\$ -	\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 400,076	\$ -
Local	Match	2022					\$ 400,076	\$ 400,076
							\$ -	\$ -
							Local Total	\$ 400,076
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
							Year Of Expenditure (YOE):	\$ 3,895,583
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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.
- > What are we doing? Advancing Key 22163 from FFY 2025 to FFY 2022 and clarifying fund purpose
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023.

Amendment Summary:

The formal amendment advances the Metro/TriMet fund exchange project between Metro and TriMet to FFY 2022. Metro receives local funds from TriMet to complete TOD activities and TriMet receives federal STBG in support of their Preventative Maintenance program needs. The fund swap enables both agencies to better leverage the use of the funds. The Metro local portion is programmed Key 20882 and will be included in the SFY 2023 UPWP. The STBG committed to this project originates from the RFFA Step 1 allocation. The description changes now occurring reflect TriMet's decision to commit the STBG funds for their Bus and Rail Preventative Maintenance program in FFY 2022.

. Flex transfer to FTA will be required. 5307 is expected to be the transfer code.

- > Will Performance Measurements Apply: Possible safety

RTP References:

- > RTP ID: 11335 - Rehabilitation of transit vehicles
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Transit - Rehabilitation of transit vehicles
- > UPWP amendment: Yes. The Metro portion will be incorporated into the SFY 2023 UPWP. This project remains as a stand-alone project so that the required flex transfer process can occur.
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective: Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project support preventative maintenance needs for the TriMet Bus and Rail program.
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

LEAD AGENCY		Metro				
PROJECT NAME		Transit Oriented Development (TOD) program (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22163	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)				Transit oriented development
MTIP ID	71102					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$3,495,507	\$400,076	\$0	\$3,895,583
FY 21-26 Totals			\$3,495,507	\$400,076	\$0	\$3,895,583
Estimated Project Cost (YOE\$)			\$3,495,507	\$400,076	\$0	\$3,895,583



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
 Advance from FFY 2025 to FFY 2022
 as part of SFY 2023 UPWP

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22169		
Project Name: TSMO Administration (FFY 2022) (SFY 23 UPWP)	8	ODOT Type: Planning	MTIP ID: 71124		
		Performance Meas: No	Status: 0		
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023		
		Conformity Exempt: Yes	RTP ID: 11104		
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)		On State Hwy Sys: No	RFFA ID: N/A		
		Mile Post Begin: N/A	RFFA Cycle: N/A		
		Mile Post End: N/A	UPWP: Yes		
		Length: N/A	UPWP Cycle: SFY 23		
		Flex Transfer to FTA: No	Transfer Code: N/A		
		1st Year Program'd: 2021	Past Amend: 1		
		Years Active: 2	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2		
		Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year) (SFY 23 UPWP)			
		STIP Description: TBD			

Last Amendment of Modification: Formal - JN21-11-JUN - (June 2021) -REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025					\$ 188,707	\$ -
STBG-U	Z230	2022	\$ 188,707					\$ 188,707
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 188,707
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025					\$ 21,598	\$ -
Local	Match	2022	\$ 21,598					\$ 21,598
								\$ -
								\$ -
								\$ -
							Local Total	\$ 21,598
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Phase Totals After Amend:			\$ 210,305	\$ -	\$ -	\$ -	\$ -	\$ 210,305
Year Of Expenditure (YOE):								\$ 210,305
Phase Amount Change:			\$ 210,305	\$ -	\$ -	\$ -	\$ (210,305)	\$ -
Phase Change Percent:			100.0%	0.0%	0.0%	0.0%	100.0%	0.0%

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.
- > What are we doing? Advancing Key 22169 into FFY 2022 to be included in the SFY 23 UPWP Master Agreement
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022. In a later admin mod, Key 22169 will be combined into Key 21839 to be part of the UPWP Master Agreement portion. There is no reason to keep Key 22169 as a stand-alone project. It should be merged later into Key 21839.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key 21839.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
 Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		TSMO Administration (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22169	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2022 allocation year)				Transportation System Management Operations
MTIP ID	71124					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$188,707	\$21,598	\$0	\$210,305
FY 21-26 Totals			\$188,707	\$21,598	\$0	\$210,305
Estimated Project Cost (YOES)			\$188,707	\$21,598	\$0	\$210,305



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new ODOT bridge control measures project to the MTIP

Lead Agency: ODOT		Project Type:	Bridge	ODOT Key: 22552
Project Name: Willamette River: Stormwater Source Control Improvements	9	ODOT Type	Bridge	MTIP ID: TBD
		Performance Meas:	No	Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	Comp Date: ?
		Conformity Exempt:	Yes	RTP ID: 12092
Short Description: Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	I-405	On State Hwy Sys:	US30	RFFA ID: N/A
	at	Mile Post Begin:	6.91	RFFA Cycle: N/A
	3.33	Mile Post End:	6.93	UPWP: No
	30BY	Length:	0.02	UPWP Cycle: No
	at	Flex Transfer to FTA	No	Transfer Code: N/A
	0.80	1st Year Program'd:	2022	Past Amend: 0
		Years Active:	0	OTC Approval: No
			STIP Amend #: 21-24-1829	MTIP Amnd #: JN22-07-JAN2

Detailed Description: In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between 6.91 to 6.93, and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)

STIP Description: Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS (89.73%)	ACPO	2022		\$ 2,153,520				\$ 2,153,520
AC-STBGS (89.73%)	Z230	2023			\$ 1,794,600			\$ 1,794,600
								\$ -
								\$ -
Note; Construction phase presumed to be scheduled for FFY 2025 which is outside of current STIP constrained years and is based on a two-year phase to complete ROW activities.							Federal Totals:	\$ 3,948,120
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 246,480				\$ 246,480
State	Match	2023			\$ 205,400			\$ 205,400
								\$ -
							State Total:	\$ 451,880
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 2,400,000	\$ 2,000,000	\$ -	\$ -	\$ 4,400,000
							Year Of Expenditure (YOE):	\$ 4,400,000
Phase Amount Change:			\$ -	\$ 2,400,000	\$ 2,000,000	\$ -	\$ -	\$ 4,400,000
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

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.
- > What are we doing? Adding a new project (PE and ROW phase) which functions as a Bridge program PGB under RTP ID 12092.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet. Project location overhead pics.

Amendment Summary:

The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP. The construction phase is presumed to be scheduled for FFY 2025 based on a scheduling need for a standard two-year ROW phase to be in in FFY 2023.

ODOT is a potentially responsible party (PRP) for the Portland Harbor Superfund site and has several drainage areas, located on multiple facilities, which currently discharge stormwater to portions of the Willamette River within the Portland Harbor. To reduce the potential for recontamination of the Portland Harbor, ODOT has been working with the Oregon Department of Environmental Quality (DEQ) over the past several years to seek a source control determination for ODOT stormwater. Over the past two years, ODOT has developed a feasibility study in partnership with DEQ to identify viable solutions to achieve this source control determination. The results of the advanced investigation/scoping confirmed the results of the feasibility study for the St. Johns Bridge locations and Fremont Bridge locations.

- > Will Performance Measurements Apply: Yes, Bridge and Safety

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 6 - Healthy Environment
- > Goal Objective and description: Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes
- > Metro Model: Yes -
- > Model category and type: Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: Yes

Key Number: 22552

2021-2024 STIP

Project Name: Willamette River: Stormwater source control

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	2,400,000.00	89.73%	2,153,520.00	10.27%	246,480.00	0.00%	0.00
	PE Totals				100.00%	2,400,000.00		2,153,520.00		246,480.00	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	2,000,000.00	89.73%	1,794,600.00	10.27%	205,400.00	0.00%	0.00
	RW Totals				100.00%	2,000,000.00		1,794,600.00		205,400.00	
Grand Totals							3,948,120.00		451,880.00		0.00



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new ODOT safety improvement project to the MTIP

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 22551
Project Name: US26: SE Powell Blvd & SE 36th Ave	10	ODOT Type: Safety	MTIP ID: TBD
		Performance Meas: No	Status: 2
		Capacity Enhancing: No	Comp Date: 12/31/2025
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: US26	RFFA ID: N/A
		Mile Post Begin: 2.70	RFFA Cycle: N/A
		Mile Post End: 2.77	UPWP: No
		Length: 0.07	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: 21-24-1824	MTIP Amnd #: JN22-07-JAN2
		Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Short Description: Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.			

Detailed Description: in SE Portland on US26 (SE Powell Blvd) at approximately SE 36th Ave (MP 2.70 to MP 2.70), design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety (Exempt - Table 2, Safety, RTP ID 12095)

STIP Description: Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	S010	2022		\$ 175,000				\$ 175,000
State	S010	2022			\$ 90,000			\$ 90,000
State	S010	2023				\$ 485,000		\$ 485,000
							State Total:	\$ 750,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 175,000	\$ 90,000	\$ 485,000	\$ -	\$ 750,000
							Year Of Expenditure (YOE):	\$ 750,000
Phase Amount Change:			\$ -	\$ 175,000	\$ 90,000	\$ 485,000	\$ -	\$ 750,000
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

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.
- > What are we doing? Adding a new safety improvement project under RTP ID 12095.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet. Project location maps.

Amendment Summary:

The formal amendment adds the new project to the 2021-26 MTIP. Funding originates from remaining unobligated funds from Key 21315.

The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 5: Safety and Security
- > Goal Objective and description: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes. MAP-21 NHS Principal Arterials
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Major Arterial
- > TCM project: No
- > Located on the CMP: Yes

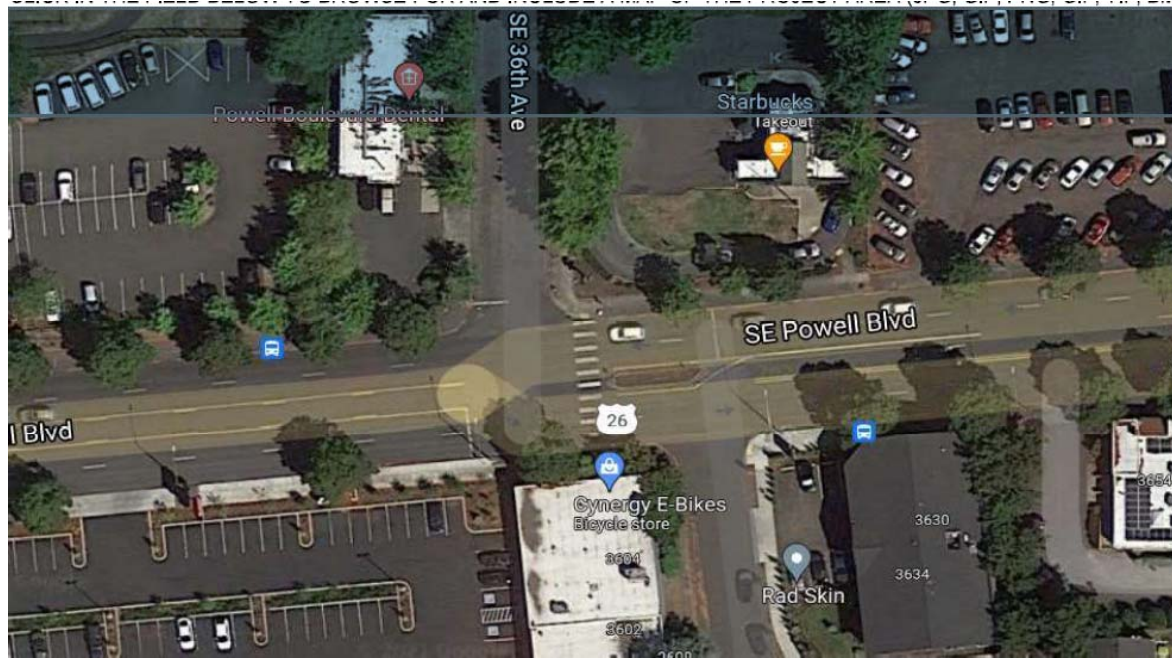
Key Number: 22551

2021-2024 STIP

Project Name: US26: SE Powell Blvd & SE 36th Ave

(DRAFT AMENDMENT)

Fund Codes													
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount		
PE	S010	STATE		100.00%	175,000.00	0.00%	0.00	100.00%	175,000.00	0.00%	0.00		
	PE Totals				100.00%	175,000.00		0.00		175,000.00		0.00	
RW	S010	STATE		100.00%	90,000.00	0.00%	0.00	100.00%	90,000.00	0.00%	0.00		
	RW Totals				100.00%	90,000.00		0.00		90,000.00		0.00	
CN	S010	STATE		100.00%	485,000.00	0.00%	0.00	100.00%	485,000.00	0.00%	0.00		
	CN Totals				100.00%	485,000.00		0.00		485,000.00		0.00	
Grand Totals							750,000.00		0.00		750,000.00		0.00





Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new Oregon Recreation Trails
 Project to the MTIP

Lead Agency: Columbia Slough Watershed Council		Project Type:	Active		ODOT Key:	22545
Project Name: Columbia Slough Water Trail	11	ODOT Type	Bike/Ped		MTIP ID:	TBD
		Performance Meas:	No		Status:	2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No		Comp Date:	3/1/2023
		Conformity Exempt:	Yes		RTP ID:	N/A
Short Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.		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:	No
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	21-24-1814		MTIP Amnd #:	JN22-07-JAN2

Detailed Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of waterbody obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.

STIP Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
Recreational Trails Program (RTP)(FAST)	Z940	2022					\$ 26,073	\$ 26,073
							\$	-
							\$	-
Note: RTP funds und Z940 are set at 80% federal and 20% minimum match							Federal Totals:	\$ 26,073
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local (RTP @ 20%)	Match	2022					\$ 6,518	\$ 6,518
Other	OTH0	2022					\$ 6,358	\$ 6,358
							\$	-
Note: Other funds are local overmatch funds committed to the project							Local Total	\$ 12,876
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 38,949	\$ 38,949
							Year Of Expenditure (YOE):	\$ 38,949
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ 38,949	\$ 38,949
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

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.
- > What are we doing? Adding a new Oregon Parks Recreational Trails Program awarded project to the MTIP. FMIS obligation requirements are in play.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet, project location maps, plus grant application

Amendment Summary:

The formal amendment adds the new Oregon Parks Recreational Trail Program (RTP) project for the Columbia Slough Watershed Council to the 2021-26 MTIP. MTIP and STIP programming is required as FHWA FMIS obligation procedures are required. The project is an Oregon Parks and Recreation Department Recreational Program Trail grant funding award winner from the FY 2021 funding call. The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-motorized uses

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: N/A as the project does not reflect a commuter trail improvement, but is required to be programmed due to FMIS requirements.
- > RTP Description: N/A
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Air Quality - Bicycle and pedestrian facilities
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through Oregon Parks and Recreation Department. No OTC approval was required.
- > RTP Goals: N/A
- > Goal Objective and description: N/A.

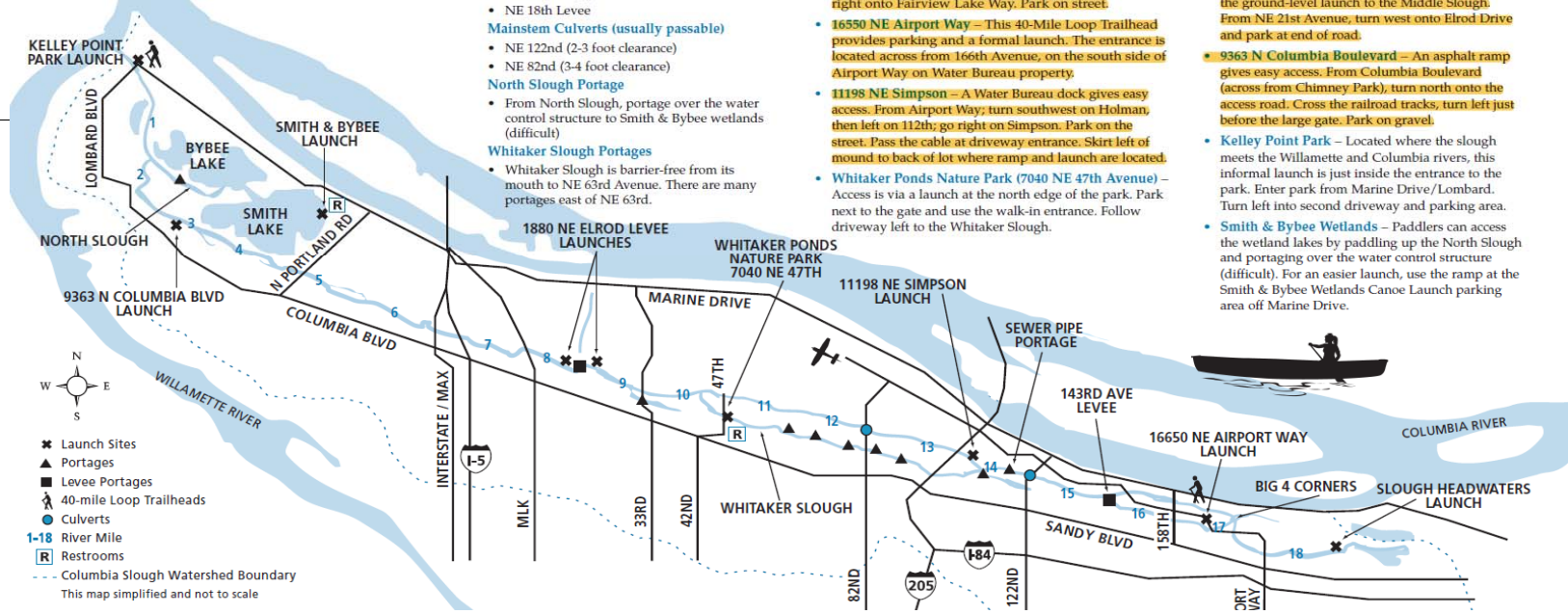
Fund Codes:

- > RTP FAST = Federal Recreational Trails Program funds awarded to agencies during the FAST Act.
- > Local = General Local funds provided by the lead agency as part of the required match to the federal funds.
- > Other = General Local funds committed to the project above the required minimum match to the federal funds.

Other

- > On NHS: No
- > Metro Model: No
- > Model category: N/A
- > TCM project: No
- > Located on the CMP: No

Columbia Slough



Oregon Parks and Recreation Department
 November 17, 2021
Recreational Trails Program (RTP) Project Ranking
Non-Motorized Grant Requests
 \$1,365,686 Available

Exhibit b) 2021 RTP Non-Motorized Grant Requests

Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new Oregon Recreation Trails
 Project to the MTIP

Lead Agency: Troutdale		Project Type: Active	ODOT Key: 22543
Project Name: North Beaver Creek Bridge Replacement	12	ODOT Type: Bike/Ped	MTIP ID: TBD
		Performance Meas: No	Status: 2
		Capacity Enhancing: No	Comp Date: 9/30/2025
		Conformity Exempt: Yes	RTP ID: N/A
		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: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
Years Active: 0	OTC Approval: No		
STIP Amend #: 21-24-1811	MTIP Amnd #: JN22-07-JAN2		

Detailed Description: In the northeast Metro region in the city of Troutdale on Beaver Creek Canyon River (at about 1.15 miles on Beaver Creek, a tributary of Sandy River), replace the failed timber pedestrian bridge with a free-span bridge to provide the public a safe crossing over Beaver Creek and provide trail connections in Troutdale (Oregon FY 2021 RTP grant award)

STIP Description: Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
Recreational Trails Program (RTP)(FAST)	Z940	2022					\$ 150,000	\$ 150,000
							\$ -	\$ -
							\$ -	\$ -
Note: RTP funds und Z940 are set at 80% federal and 20% minimum match							Federal Totals:	\$ 150,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							State Total:	\$ -
Local Funds								
Local (RTP @ 20%)	Match	2022					\$ 37,500	\$ 37,500
Other	OTH0	2022					\$ 509,860	\$ 509,860
							\$ -	\$ -
Note: Other funds are local overmatch funds committed to the project							Local Total	\$ 547,360
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 697,360	\$ 697,360
							Year Of Expenditure (YOE):	\$ 697,360
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ 697,360	\$ 697,360
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

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.
- > What are we doing? Adding a new Oregon Parks Recreational Trails Program awarded project to the MTIP. FMIS obligation requirements are in play.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet, project location maps, plus grant application

Amendment Summary:

The formal amendment adds the new Oregon Parks Recreational Trail Program (RTP) project for the city of Troutdale. The project will replace a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure.

> Will Performance Measurements Apply: No

RTP References:

- > RTP ID: N/A as the project does not reflect a commuter trail improvement, but is required to be programmed due to FMIS requirements.
- > RTP Description: N/A
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Air Quality - Bicycle and pedestrian facilities
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through Oregon Parks and Recreation Department. No OTC approval was required.
- > RTP Goals: N/A
- > Goal Objective and description: N/A.

Fund Codes:

- > RTP FAST = Federal Recreational Trails Program funds awarded to agencies during the FAST Act.
- > Local = General Local funds provided by the lead agency as part of the required match to the federal funds.
- > Other = General Local funds committed to the project above the required match

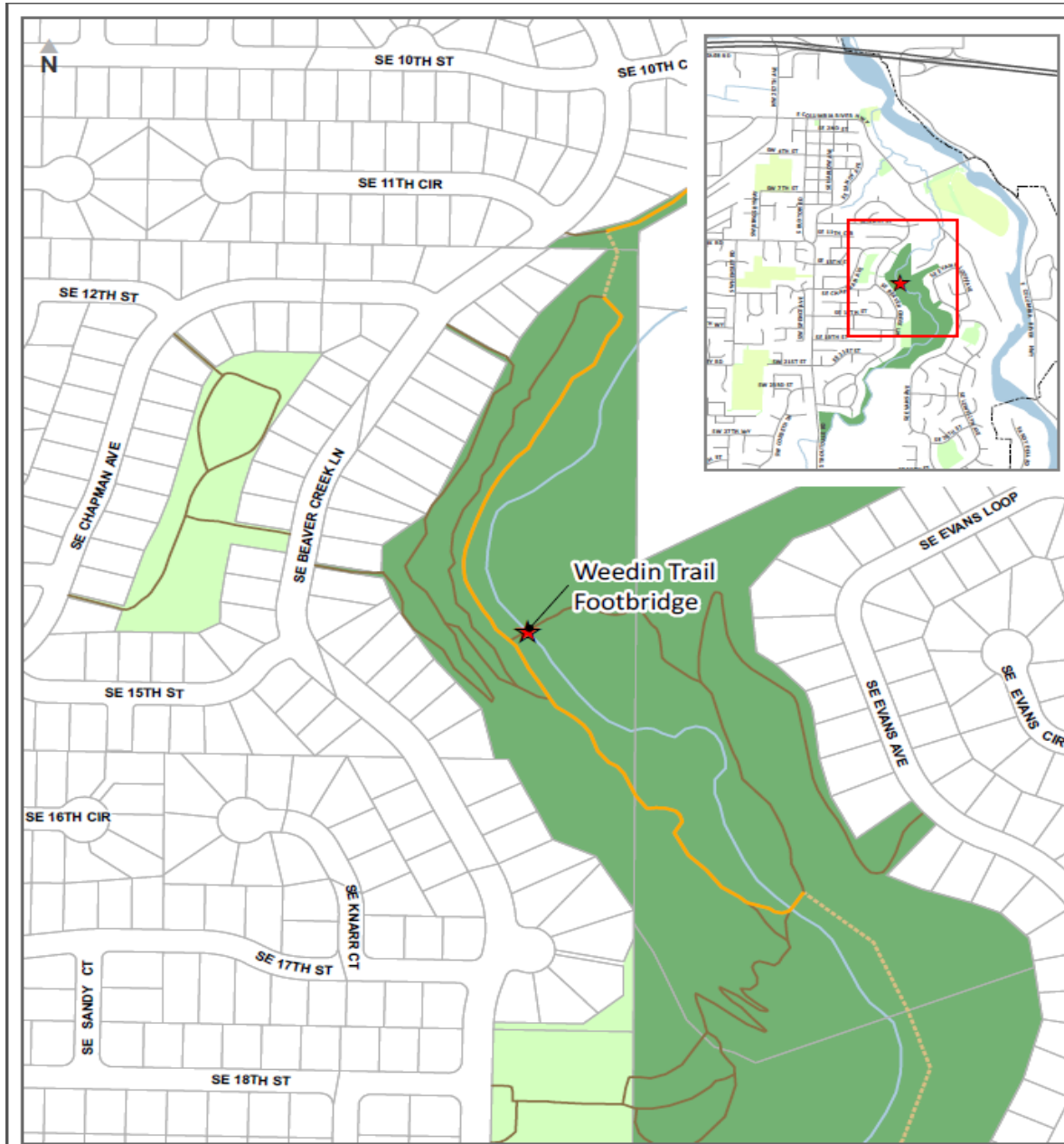
Oregon Parks and Recreation Department
November 17, 2021

Recreational Trails Program (RTP) Project Ranking
Non-Motorized Grant Requests
\$1,365,686 Available

Other

- > On NHS: No
- > Metro Model: No
- > Model category: N/A
- > TCM project: No
- > Located on the CMP: No

North Beavercreek Bridge Replacement	City of Troutdale	Multnomah	Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.	\$ 697,360	\$ 150,000
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Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 20, 2022
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2022 MTIP Formal Amendment & Resolution 22-5241 Approval Request (Regular Bundle)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADVANCE EIGHT METRO UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS INTO THE CONSTRAINED MTIP TO ASSIST IN THE DEVELOPMENT OF THE SFY 2023 UPWP, PLUS ADD FOUR NEW PROJECTS TO THE MTIP (JA22-07-JAN2)

BACKGROUND

What This Is:

The January 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle which is contained in Resolution 22-5241 and being processed under MTIP Amendment JA22-07-JAN2. The bundle contains a total of twelve project amendments.

What is the requested action?

JPACT approved Resolution 22-5241 and recommends Metro Council approve Resolution 22-5241 consisting of twelve projects of which eight will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

Proposed January 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JA22-07-JAN2					
Total Number of Projects: 12					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
List of SFY 23 UPWP Related Project Amendments					
Project #1 Key 22145	71118	Metro	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)	ADVANCE PROJECT: The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20877	70870	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations. Note: Remaining funding currently programmed reflect allocated funding not obligated from the SFY 22 UPWP program and carried over to support the SFY 23 UPWP	<u>ADVANCE/COMBINE</u> The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #3 Key 22151	71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year). Funding will be combined into Key 21839 in support of the SFY 23 UPWP	<u>ADVANCE/COMBINE</u> The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #4 Key 21839	71224	Metro	Portland Metro Planning SFY23	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).	<u>COMBINE FUNDS:</u> Combine STBG funds from Keys 20877 and 22151 for Key 21839 to act as the SFY 23 UPWP Master Agreement key.
Project #5 Key 22160	71109	Metro	Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #6 Key 22172	71105	Metro	Statewide Travel Survey (SFY 23 UPWP)	Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)	<u>ADVANCE PROJECT:</u> Advance the Statewide Travel Survey funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 Key 22163	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district	<u>ADVANCE PROJECT:</u> Advance the annual fund exchange project which TriMet will commit to their Preventative Maintenance program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet

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ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #8 Key 22169	71124	Metro	TSMO Administration (FFY 2022) (SFY 23 UPWP)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)	ADVANCE PROJECT: Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP
End SFY 23 UPWP Project Amendment List					
Project #9 Key 22552 New Project	TBD	ODOT	Willamette River: Stormwater Source Control improvements	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	ADD NEW PROJECT: (PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.
Project #10 Key 22551 New Project	TBD	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	ADD NEW PROJECT: The amendment adds the new safety improvement project to the 2021-26 MTIP
Project #11 Key 22545 New Project	TBD	Columbia Slough Watershed Council	Columbia Slough Water Trail	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.	ADD NEW PROJECT: The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP
Project #12 Key 22543 New Project	TBD	Troutdale	North Beavercreek Bridge Replacement	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.	ADD NEW PROJECT: The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP

AMENDMENT BUNDLE SUMMARY:

The January 2022 Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 12 projects.

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

- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- CMAQ = Federal Congestion Mitigation Air Quality funds
- Cons = Construction phase
- DEQ = Oregon Department of Environmental Quality (DEQ)
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- ITS = Intelligent Transportation System
- LAL = ODOT Local Agency Liaison staff member
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- RTP (Oregon Parks) = Recreational Trails Program
- RFFA (Step 1) = Step1 allocation/award to Metro eligible projects from the Regional Flexible Funding Allocation program
- ROW/RW = Right of Way phase
- RRFB = Rectangular Rapid Flashing Beacon (RRFP)
- State = General state funds used as the match requirement for federal funds committed to a project. Also may be committed as stand-alone funding (state only funds) for a project.
- STBG-U = Federal Surface Transportation Block Grant allocated to Metro and committed to eligible projects in the defined urban area.
- TA-U = Federal Transportation Alternatives funds
- UPWP = Metro Unified Planning Work Program

January 2022 MTIP FORMAL AMENDMENT REGULAR BUNDLE PREVIEW

The January 2022 formal amendment bundle contains several Metro planning project grouping buckets (PGB) currently programmed in FFY 2025 forward to the current federal fiscal year of 2022. The projects and/or funding is being committed to the development of the SFY 23 UPWP. The programming advancements represent a preliminary budget action to establish the possible availability of the type and amounts of federal funds for the UPWP. The final developed SFY 2023 UPWP will determine the actual approved projects and funding levels.

The remaining four projects in the bundle are new project submissions. Two projects originate from the Oregon Parks and Recreation Department's Recreational Trails Program (RTP) discretionary funding program. The projects are active transportation projects which normally would not be programmed in the MTIP and STIP. However, the awarded funds are federal and FHWA requires both projects to complete their federal funds obligation process through FHWA Financial Management Information System (FMIS) process. So, MTIP and STIP programming now becomes mandatory.

JPACT January 20, 2022 Meeting Summary:

JPACT members met on Thursday, January 20, 2022. The January 2021 MTIP Formal Amendment (Regular Bundle) was included as a consent item on the agenda. JPACT members approved the Consent Calendar without discussion. One adjustment to a project is occurring as part of the public notice process. Key 22163 is Metro's Transit Oriented Development (TOD) program (FFY 2022) funded with federal Surface Transportation Grant Funds (STBG) and is being advanced from

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

Federal Fiscal Year (FFY) 2025 to FFY 2022. The lead agency is being changed to TriMet which will obligate and expend the funds.

The project originates from the Regional Flexible Fund Allocation (RFFA) Step 1 annual fund exchange. Metro exchanges the federal STBG for local funds with TriMet. The STBG is originally programmed to support Metro's Transit Oriented Development (TOD) program. Once the funds are exchanged, Metro uses the local funds for TOD activities while TriMet can apply the federal STBG to their program needs. For TriMet, they usually commit the STBG to their Bus and Rail Preventative Maintenance program. Through this exchange, Metro and TriMet can better leverage the use of the funds for both program areas.

Once Metro receives TriMet's program commitment of the STBG, the project name and description is updated to reflect how TriMet will obligate and expend the funds. However, starting this year, ODOT, the MPOs, and the transit agencies are now under a new naming convention for projects entered into the MTIP and STIP. Metro and TriMet have been working with the Federal Transit Administration (FTA) as to the required project name and description to ensure TriMet can move forward with their FTA grant application to obligate and expend the funds.

When Metro began the January 2021 Formal Amendment bundle, staff expected a quick resolution for the required project naming convention expectations for the TriMet STBG with the corrections being ready for JPACT. However, feedback from FTA indicated a more detailed examination was required which was only recently resolved. The final accepted project name and description in the MTIP and STIP that FTA will find acceptable for TriMet's grant application is as follows:

- Revised Name: **Preventative Maintenance Support (FFY 2022)**
- Revised Description: **Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/ services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district**

The changes are being made through the public comment process for the project. An official public comment between Metro and TriMet has been included as part of the formal amendment. Final note: The above adjustments reflect an administrative correction and do not equate to a scope change. TriMet had always intended to use the STBG in support of their Bus and Rail Preventative Maintenance program needs. The revised naming and description effort simply took longer to resolve than expected to meet FTA's new rules for project names and descriptions in the MTIP.

TPAC January 7, 2022 Meeting Summary:

TPAC members received their amendment notification and overview of the proposed changes for the included projects. Discussion included why the UPWP STBG funded projects are being advanced and their impact upon the annual UPWP budget, and if the STBG will be combined into the UPWP Master Agreement list of projects. Ken Lobeck also covered the four new projects being added to the MTIP and why federal process requires them to be included. There was no discussion on the amendment bundle and no public testimony provided. TPAC unanimously recommended approval for JPACT approval of the January 2022 Regular Formal MTIP Amendment under MTIP amendment number JA22-07-JAN2.

A detailed overview of each project amendment in the bundle begins on the next page.

Project 1	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)		
Lead Agency:	Metro		
ODOT Key Number:	22145	MTIP ID Number:	71250
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22145 commits funding for regional planning for goods movements, freight transportation, and economic development related studies and planning efforts. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name and description are tweaked to reflect the project will be art of the SFY 2023 UPWP. The project and funding then can be incorporated into the Metro Annual UPWP. A later administrative modification will occur to combine the project and funding if eligible into the Metro Master Agreement list of UPWP projects. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22145 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. 		

	<ul style="list-style-type: none"> • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22145 is one of several UPWP related projects being advanced to FFY 2022 to become part of the Metro SFY 2023 UPWP.</p> <p>Metro is currently under annual obligation targets for our formula allocated federal funds which includes: Congestion Mitigation Air Quality (CMAQ) Improvement Funds, Surface Transportation Block Grant (STBG) funds, and Transportation Alternatives (TA) funds. Primarily, the annual UPWP is funded with combination of federal, local and some state funds. There primary federal funds supporting the UPWP include Planning funds, FTA allocated 5303 transit planning funds, and STBG funds allocated to Metro. Sometimes federal discretionary grant awards are included.</p> <p>Over the four-year constrained life of the MTIP, Metro provides estimates and programs our anticipated UPWP annual needs to reflect a starting annual budget for the UPWP. However, the STBG funds committed to the annual UPWP are also subject to annual obligation targets. To avoid conflicts, possible missed obligations, and unnecessary carry-over of the STBG funds, Metro reprograms future year UPWP STBG commitments to the non-constrained MTIP's "5th year". At the beginning of each federal fiscal year (November timeframe), Metro provides a preliminary UPWP budget review and requirements need. Based on this the applicable STBG funded program and revenue buckets are then advanced forward into the current federal year to become part of the final State Fiscal Year approved UPWP.</p> <p>While this approach triggers additional amendments to shift the funds around, it creates additional flexibility in managing the annual UPWP funds. This approach also helps keeping Metro's actual obligation target rate above the 80% minimum level.</p>
<p>Additional Details:</p>	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal</p>

	<p>Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
<p>Why a Formal amendment is required?</p>	<p>Advancing a project form a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete</p>
<p>Total Programmed Amount:</p>	<p>Key 22145 retains its full programming in FFY 2022 with \$74,263 and \$8,500 of matching funds for a total of \$82,763</p>
<p>Added Notes:</p>	

<p>Project 2 Regional MPO Planning (2021)</p>	
<p>Lead Agency:</p>	<p>Metro</p>
<p>ODOT Key Number:</p>	<p>20877 MTIP ID Number: 70872</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 and combines them into Key 21839 to be part of Metro SFY 23 UPWP. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 20877 represents unobligated STBG and matching funds from last year’s UPWP SFY 2022 cycle. The funds are now being committed to support various planning activities for the SFY 23 UPWP. • <u>Source:</u> Existing project.

	<ul style="list-style-type: none"> • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022 and are combined into Key 21839. As a result, the programming in Key 20877 decreases to zero. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 20877 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 20877 contains Metro allocated STBG funds. Part of the annual allocation is committed through the RFFA Step 1 allocation to develop the annual UPWP Master Agreement of projects. Along with PL and 5303 funds, the STBG will support several UPWP related projects that will be part of the Metro SFY 2023 UPWP.</p>

	Key 21839 is the Master Agreement project grouping bucket key with the PL and 5303 where the STBG is being committed.
Additional Details:	<p>About Metro’s UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 20877 commits its entire funding of \$171,939 of STBG and match to Key 21839 to support development of the SFY 23 UPWP. Programming in Key 20877 decreases to zero as a result of this action.
Added Notes:	

Project 3		Regional MPO Planning (FFY 2022)	
Lead Agency:	Metro		
ODOT Key Number:	22151	MTIP ID Number:	71131
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment advances the project funds from FFY 2025 to FFY 2022 and combines them into Key 21839 to be part of Metro SFY 23 UPWP. • <u>Metro UPWP Project:</u> Yes 		

- Proposed improvements:
Key 22151 represents the planned STBG allocation for the development of the SFY 2023 UPWP.
- Source: Existing project.
- Amendment Action: The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022 and are combined into Key 21839. As a result, the programming in Key 22151 decreases to zero.
- Additional Amendment Evaluation Required: No.
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- Funding:
The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds
- FTA Conversion Code: Not applicable. No transit funds are involved.
- Location, Limits and Mile Posts:
 - Location: Regional, but also focused on freight movement routes
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A
- Current Status Code: 0 = No activity.
- Air Conformity/Capacity Status:
Key 22151 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.
- Regional Significance Status: The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February, 10 2022.

What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22151 contains Metro allocated STBG funds. Part of the annual allocation is committed through the RFFA Step 1 allocation to develop the annual UPWP Master Agreement of projects. Along with PL and 5303 funds, the STBG will support several UPWP related projects that will be part of the Metro SFY 2023 UPWP.</p> <p>Key 21839 is the Master Agreement project grouping bucket key with the PL and 5303 where the STBG is being committed.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22151 commits its entire funding of \$1,560,986 of STBG and match to Key 21839 to support development of the SFY 23 UPWP. Programming in Key 22151 decreases to zero as a result of this action.
Added Notes:	

Project 4		Portland Metro Planning SFY23	
Lead Agency:	Metro		
ODOT Key Number:	21839	MTIP ID Number:	71224
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment combines STBG and match from Keys 20877 and 22151 in support of the SFY 23 UPWP development • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 21839 contains the approved PL (federal planning) funds and transit planning “5303” funding used to develop the Metro annual UPWP Master Agreement list of approved projects. Metro also commits STBG to the annual UPWP. To ensure sufficient total funding is available, STBG already committed to the UPWP is being advanced from Keys 20877 and 22151, and then combined into Key 21839. With the funding, Metro can then budget for and develop eligible projects to be part of the SFY 2023 UPWP. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances and combines the STBG funds into this project. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 21839 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. 		

	<ul style="list-style-type: none"> • Regional Significance Status: The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: COMBINE FUNDS</u></p> <p>Key 21839 combines committed STBG funds in Keys 20877 and 22151 for the development of the SFY 23 UPWP.</p>
<p>Additional Details:</p>	<p>About Metro’s UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
<p>Why a Formal amendment is required?</p>	<p>Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete</p>

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

Total Programmed Amount:	Key 21839 total programming increases with the STBG funds from Keys 20877 and 22151 from \$2,419,503 to \$4,761,022
Added Notes:	

Project 5 Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	
Lead Agency:	Metro
ODOT Key Number:	22160 MTIP ID Number: 71109
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22160 commits funding for Safe Routes to Schools planning activities as part of the Metro SFY 2023 UPWP. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be art of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it will be flex-transferred to FTA for obligation and implementation. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds. • <u>FTA Conversion Code:</u> FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional (considered a planning project) ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity.

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22160 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22160 supports Safe Routes to School (SRTS) activities Metro completes as part of the annual UPWP. As with other STBG funded projects supporting the UPWP, this project was pushed –out to FFY 2025 until confirmation was received that the project would move forward as part of the SFY 2023 UPWP. As a result, the project STBG funds are now being advanced to FFY 2022.</p> <p>Metro’s Safe Routes to School program provides resources to support kids and teenagers to use walking, rolling and transit to access school and their community.</p> <p>Safe Routes to School is a national effort to encourage students and families to walk and roll to school – whether that’s on a bike, bus, scooter or mobility device. SRTS programs work to improve street safety around schools, and provide education and encouragement activities to kids and parents.</p> <p>Greater Portland has 17 school districts with a total of 330 public schools. Each school district ranges in size from two schools with 600 students at Riverdale to 82 schools with 44,000 students at Portland Public. Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods by improving the quality of air we breathe, reducing car traffic, creating more opportunities for people of all ages and abilities to utilize transportation options, and make the most of our transportation investments by promoting their use.</p> <p>Safe Routes to School programs are a proven way to change travel behaviors and shift modes toward active transportation options. Safe Routes to School programs can increase physical activity, reduce congestion, boost academic performance, improve health, save families money, and provide environmental benefits in an equitable way.</p>

Additional Details:	<p>About Metro’s UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22160 retains its full programming in FFY 2022 with \$530,450 of STBG and \$60,712 of matching funds for a total of \$591,162
Added Notes:	

Project 6 Statewide Travel Survey (SFY 23 UPWP)	
Lead Agency:	Metro
ODOT Key Number:	22172 MTIP ID Number: 71105
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment advances the project funds from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP • <u>Metro UPWP Project:</u> Yes

- **Proposed improvements:**
Key 22172 commits funding for Metro's UPWP Statewide Travel Survey project to occur as part of the SFY 23 UPWP. The funding reflects Metro's contribution to statewide travel survey to inform travel forecasting model
- **Source:** Existing project.
- **Amendment Action:** The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be part of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it is expected to require flex-transferring to FTA for obligation and implementation.
- **Additional Amendment Evaluation Required:** No.
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- **Funding:**
The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds.
- **FTA Conversion Code:** FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project
- **Location, Limits and Mile Posts:**
 - Location: Regional (considered a planning project)
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A
- **Current Status Code:** 0 = No activity.
- **Air Conformity/Capacity Status:**
Key 22172 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.
- **Regional Significance Status:** The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.

	<ul style="list-style-type: none"> o Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22172 supports Metro's contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities.</p> <p>A preliminary SFY 23 UPWP program and budget review determined the project will move forward as part of the SFY 23 UPWP.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> o Description o Objectives o Previous work o Methodology o Products expected o Responsible entities o Costs o Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22172 retains its full programming in FFY 2022 with \$350,000 of STBG and \$40,059 of matching funds for a total of \$390,059
Added Notes:	

Project 7	Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)		
Lead Agency:	Metrol TriMet		
ODOT Key Number:	22163	MTIP ID Number:	71102
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment completes the initial fund exchange between Metro and TriMet which provides Metro local funds for TOD activities and TriMet with STBG. The federal STBG will support TriMet's Bus and Rail Preventative Maintenance program needs. The project is completing the administrative corrections to the lead agency, project name, and project description. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> The STBG funds will support TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name and description plus lead agency are also being administratively corrected to reflect FTA 's project naming convention rules to ensure the grant application can occur in TrAMS without issue. The project will remain as a stand-alone project in the MTIP as it is expected to require flex-transferring to FTA for obligation and implementation. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds. • <u>FTA Conversion Code:</u> FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional (considered a planning project) ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A 		

	<ul style="list-style-type: none"> • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22163 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Transit – Operational Assistance • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22163 is being advanced from FFY 2025 to FFY 2022. TriMet is ready to move forward to submit their grant application in TrAMS. TriMet verified they will use the STBG funds in support of their Bus and Rail Preventative Maintenance program. As a result the project name, description, and lead agency are also now updated to reflect FTA 's naming rules to ensure no issues with their grant application occurs.</p>
Additional Details:	
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22163 retains its full programming in FFY 2022 with \$3,495,507 of STBG and \$400,076 of matching funds for a total of \$3,895,583
Added Notes:	

Project 8	TSMO Administration (FFY 2022) (SFY 23 UPWP)		
Lead Agency:	Metro		
ODOT Key Number:	22169	MTIP ID Number:	71124
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP and will cover required TSMO administrative costs. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22169 commits funding for the administrative needs to manage and implement Metro's Regional TSMO program 		

	<ul style="list-style-type: none"> • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22145 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE PROJECT</u></p> <p>Key 22169 is one of several UPWP related projects being advanced to FFY 2022 to become part of the Metro SFY 2023 UPWP. The project’s funding will support TSMO administrative and program management needs during SFY 2023.</p>

	<p>Communities across the greater Portland area are striving to provide everyone with safe, reliable, healthy and affordable ways to get where they need to go. One way to advance these goals is through major investments such as new transit lines and roads. Another way is to better manage and operate the existing roads and transit system through Transportation System Management and Operations strategies. These cost-effective strategies include things like smarter signal timing, coordinated traffic incident response and traveler information.</p> <p>For the last 10 years, the 2010-2020 Regional TSMO plan has guided cities, counties, TriMet and the Oregon Department of Transportation in making coordinated TSMO investments. Since the last plan, much has changed in technology, in the way people get around and in the greater Portland region. Metro and ODOT are working with regional partners to update a TSMO strategy that looks forward to the next 10 years.</p>
<p>Additional Details:</p>	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
<p>Why a Formal amendment is required?</p>	<p>Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete</p>

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

Total Programmed Amount:	Key 22169 retains its full programming in FFY 2022 with \$188,707 and \$21,598 of matching funds for a total of \$210,305.
Added Notes:	

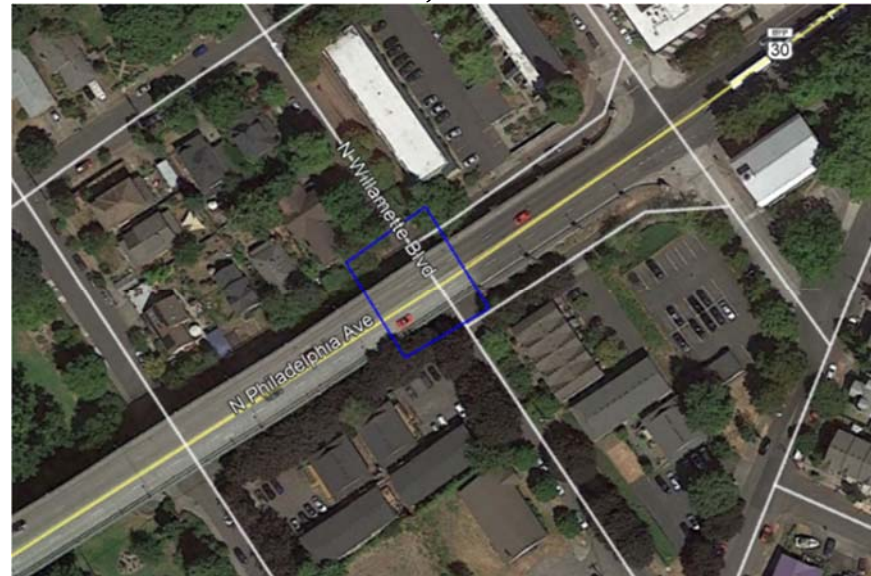
Project 9	Willamette River: Stormwater Source Control Improvements (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22552	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds ODOT's Willamette River: Stormwater Source Control Improvements project to the 2021-26 MTIP. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22552 programs the PE and ROW phase for the project. Programming will allow the completion of the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. • <u>Source:</u> New project. • <u>Amendment Action:</u> Adds the new project (PE and ROW phases). The construction phase is assumed to be schedule for FFY 2025 (allowing for a two-year ROW phase). If correct, FFY 2025 for construction is currently outside of the STIP's 4-year constrained timeframe. The assumptions is that it will be added to FFY 2024 or 2025 in the next STIP cycle. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project is sourced from the new transportation bill allowing funding to be advanced. Federal Advance Construction is being used to program the phase costs until the specific federal fund type code is known. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location. Three bridge locations are cited: <ul style="list-style-type: none"> ▪ On I-405 ▪ On US 30 		

- On US30BY
- Cross Street Limits: N/A
- Overall Mile Post Limits:
 - I-405 at MP 3.33
 - US30 from MP 6.91 to MP 6.93
 - US30BY at MP 0.80

Fremont



St Johns





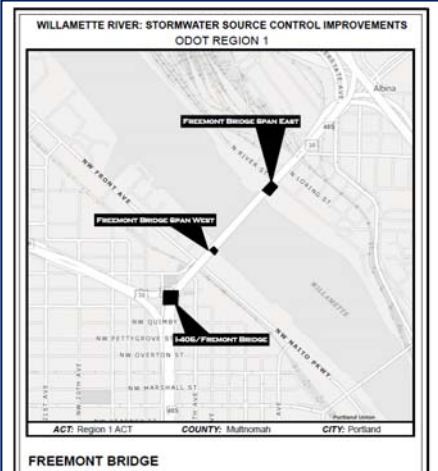
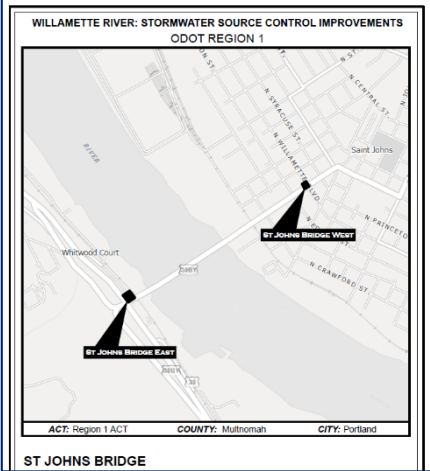
- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
Key 22552 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other,
- Regional Significance Status: The project is regionally significant as it contains federal funds and is located on a defined Throughway in the Metro Motor Vehicle Modeling Network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-1829
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February 10, 2022.

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT

The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP. ODOT is a potentially responsible party (PRP) for the Portland Harbor Superfund site and has several drainage areas, located on multiple facilities, which currently discharge stormwater to portions of the Willamette River within the Portland Harbor.

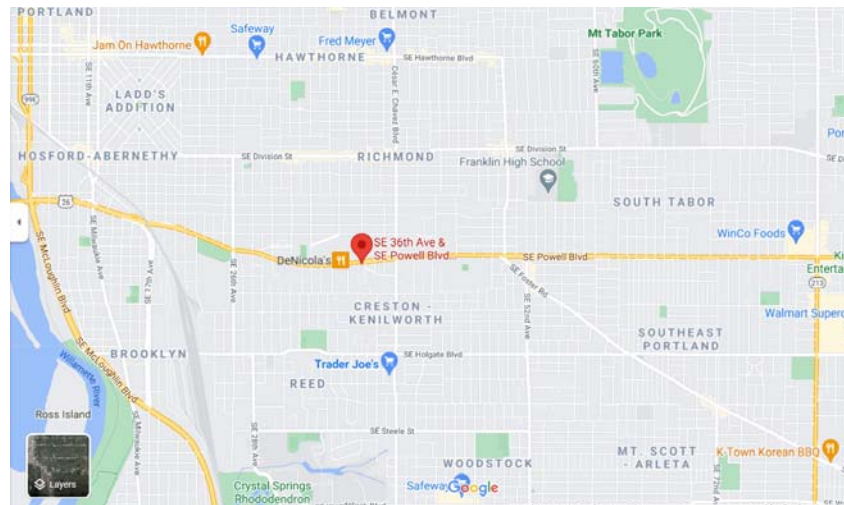
To reduce the potential for recontamination of the Portland Harbor, ODOT has been working with the Oregon Department of Environmental Quality (DEQ) over the past several years to seek a source control determination for ODOT stormwater. Over the past two years, ODOT has developed a feasibility study in partnership with DEQ to identify viable solutions to achieve this source control determination. The results of the advanced

	<p>investigation/scoping confirmed the results of the feasibility study for the St. Johns Bridge locations and Fremont Bridge locations.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Location Maps</p> <div style="display: flex; justify-content: space-around;">   </div>
<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Total programming for Key 22552 is \$4,400,000</p>
<p>Added Notes:</p>	<p>N/A</p>

<p>Project 10</p>	<p>US26: SE Powell Blvd & SE 36th Ave (New Project)</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>22551</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds ODOT's new safety improvement project on US26 (Powell Blvd at SE 36th Ave) to the 2021-26 MTIP • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22551 will design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. • <u>Source:</u> New project. • <u>Amendment Action:</u> Adds the new safety project to the 2021-26 MTIP. • <u>Additional Amendment Evaluation Required:</u> No. 		

The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.

- **Funding:**
The funding for the project utilizes remaining non-obligated State funds from Key 21315.
- **FTA Conversion Code:** Not applicable. No transit funds are involved.
- **Location, Limits and Mile Posts:**
 - Location: On US26 in southeast Portland
 - Cross Street Limits: At SE 36th Ave
 - Overall Mile Post Limits: MP 2.70 to MP 2.77



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:** Key 22551 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- **Regional Significance Status:** The project is regionally significant as it contains federal funds and is located on a defined Major Arterial in the Metro Motor Vehicle Modeling Network
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1824
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February 10, 2022.

<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new project utilizing State funds to the 2021-26 MTIP. The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Project Location Views</p>  
<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal/full amendment..</p>
<p>Total Programmed Amount:</p>	<p>Total programming for Key 22551 is \$750,000 – all State funds..</p>
<p>Added Notes:</p>	<p>N/A</p>

Project 11	Columbia Slough Water Trail (New Project)														
Lead Agency:	Columbia Slough Watershed Council														
ODOT Key Number:	22545 MTIP ID Number: TBD														
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The formal amendment completes required programming action to add the new Recreational Trails Program project to the MTIP and STIP • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project is an Oregon Parks and Recreation Department Recreational Trail Program grant award winner and will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough. • <u>Source:</u> New project • <u>Amendment Action:</u> Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action. • <u>Funding:</u> The funding is discretionary federal Recreational Trails Program (RTP) funds which are set a maximum 80% federal share. The remaining funds are local funds committed by the lead agency for the project. <p style="text-align: center;">Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <caption style="text-align: right; font-size: small;">Exhibit b) 2021 RTP Non-Motorized Grant Requests</caption> <thead> <tr> <th style="width: 5%;">Ranking</th> <th style="width: 15%;">Project Name</th> <th style="width: 10%;">Applicant</th> <th style="width: 5%;">County</th> <th style="width: 35%;">Brief Project Description</th> <th style="width: 10%;">Total Project Cost</th> <th style="width: 10%;">Grant Funds Requested</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">8</td> <td>Columbia Slough Water Trail Project</td> <td>Columbia Slough Watershed Council</td> <td>Multnomah</td> <td>The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.</td> <td style="text-align: right;">\$ 38,949</td> <td style="text-align: right;">\$ 26,073</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • <u>FTA Conversion Code:</u> Not applicable. No transit funds are committed to the project. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Northern Portland along the Columbia Slough area ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) 	Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested	8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested									
8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073									

- **Air Conformity/Capacity Status:**
The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities.
- **Regional Significance Status:** Yes. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA’s FMIS obligation requirements for the project.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1414
 - MTIP Amendment Number: JN22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February 10, 2022.

AMENDMENT ACTION: ADD NEW PROJECT

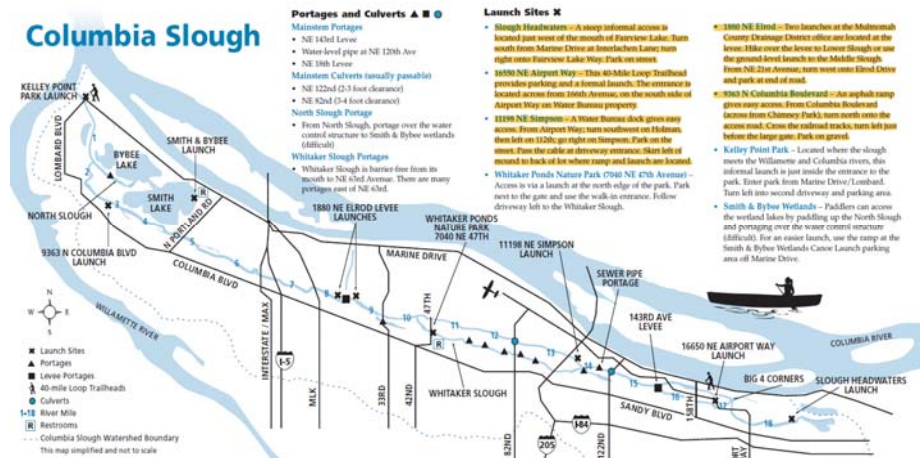
The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant award for the Columbia Slough Watershed Council.

What is changing?

The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-motorized uses

The Columbia Slough Watershed Council will create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of water-body obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.

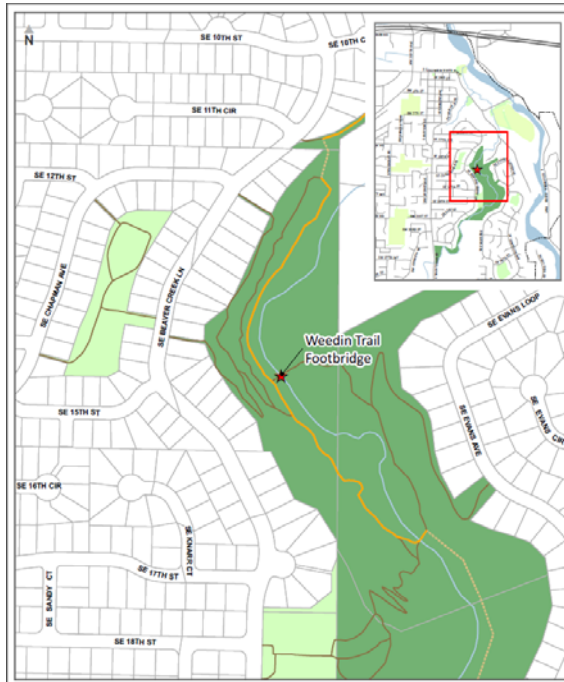
Additional Details:



Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The total programmed amount is \$38,949
Added Notes:	N/A

Project 12	North Beavercreek Bridge Replacement (New Project)																			
Lead Agency:	Troutdale																			
ODOT Key Number:	22543	MTIP ID Number:		TBD																
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The formal amendment completes required programming action to add Troutdale’s the new Recreational Trails Program project to the MTIP and STIP <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project is an Oregon Parks and Recreation Department Recreational Trail Program grant award winner and will Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough. <u>Source:</u> New project <u>Amendment Action:</u> Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action. <u>Funding:</u> The funding is discretionary federal Recreational Trails Program (RTP) funds which are set a maximum 80% federal share. The remaining funds are local funds committed by the lead agency for the project. 																			
	<p style="text-align: center;">Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</p> <table border="1"> <thead> <tr> <th>Ranking</th> <th>Project Name</th> <th>Applicant</th> <th>County</th> <th>Brief Project Description</th> <th>Total Project Cost</th> <th>Grant Funds Requested</th> </tr> </thead> <tbody> <tr> <td>6</td> <td>North Beavercreek Bridge Replacement</td> <td>City of Troutdale</td> <td>Multnomah</td> <td>Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.</td> <td>\$ 697,360</td> <td>\$ 150,000</td> </tr> </tbody> </table>							Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested	6	North Beavercreek Bridge Replacement	City of Troutdale	Multnomah	Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.	\$ 697,360
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested														
6	North Beavercreek Bridge Replacement	City of Troutdale	Multnomah	Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.	\$ 697,360	\$ 150,000														

- **FTA Conversion Code:** Not applicable. No transit funds are committed to the project.
- **Location, Limits and Mile Posts:**
 - Location: Northern eastern Metro area in the city of Troutdale on the Beaver Creek River
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:**
The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities.
- **Regional Significance Status:** No. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA’s FMIS obligation requirements for the project.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1811
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February 10, 2022.

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT

The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

	<p>award for the Columbia Slough Watershed Council.</p> <p>The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-motorized uses</p> <p>The project will replace the failed timber pedestrian bridge with a free-span bridge to provide the public a safe crossing over Beaver Creek and provide trail connections in Troutdale.</p>
Additional Details:	N/A
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The total programmed amount is \$697,360
Added Notes:	N/A

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

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 January 2022 Formal MTIP amendment (JA22-07-JAN2) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 4, 2021
• TPAC notification and approval recommendation.....	January 7, 2022
• JPACT approval and recommendation to Council.....	January 20, 2022
• Completion of public notification process.....	February 2, 2022
• Metro Council approval.....	February 10, 2022

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	February 17, 2022
• USDOT clarification and final amendment approval.....	Mid-March, 2022

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

JANUARY 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JANUARY 20, 2022

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:** The amendment action provides a baseline support for STBG inclusion into the SFY 2023 UPWP.

RECOMMENDED ACTION:

JPACT approved Resolution 22-5241 and recommends Metro Council approve Resolution 22-5241 consisting of twelve projects of which eight will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

- TPAC approval date: January 7, 2022
- JPACT approval date: January 20, 2022

No Attachments