

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, January 20, 2022

7:30 AM

**<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)**

1. Call to Order, Declaration of a Quorum & Introductions (7:30 AM)

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

2. Public Communications (7:35 AM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

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

3. Updates from the JPACT Chair (7:40 AM)

4. Congressman Blumenauer: Infrastructure, Investment & Jobs Act (7:45 AM)

Presenter(s): Tyler Frisbee

Earl Blumenauer

5. Consent Agenda (8:00 AM)

- 5.1 Resolution No. 22-5241, For the Purpose of Amending the 2021-26 Metropolitan 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-JAN1) [COM](#)
[21-0516](#)
- Attachments: [Resolution 22-5241 January 2022 - Regular Bundle](#)
[Exhibit A to January Reg Bundle 2022 Complete 22-5241](#)
[JPACT Staff Report - January 2022 Regular Formal MTIP Amendment](#)
- 5.2 Consideration of the December 16, 2021 JPACT Minutes [COM](#)
[21-0506](#)
- Attachments: [December 16, 2021 JPACT Minutes](#)

6. Action Items (8:05 AM)

- 6.1 Additional UPWP Amendments- informational (8:05 AM)
- Presenter(s): John Mermin (he/him), Metro
ODOT Staff
Jamie Lorenzini (she/her), Clackamas County
- 6.1.1 Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted (8:20 AM) [COM](#)
[21-0507](#)
- Presenter(s): John Mermin (he/him), Metro
Jamie Lorenzini (she/her), Clackamas County
- Attachments: [1_3_22 JPACT cover memo for three UPWP amendments](#)
[legislative materials for Res 21 5211 UPWP amendment Clack Co St](#)

- 6.1.2 Resolution No. 21-5215, For the Purpose of Amending the
FY-2021-22 Unified Planning Work Program (UPWP) to
Amend the Funding and Add Detail to the Existing I-5
Boone Bridge Planning Project (8:30 AM) [COM](#)
[21-0508](#)

Presenter(s): John Mermin (he/him), Metro
Vanessa Vissar (she/her), ODOT

Attachments: [Resolution No. 21-5215](#)

- 6.1.3 Resolution No. 21-5216, For the Purpose of Amending the
FY 2021-22 Unified Planning Work Program (UPWP) to
add the Regional Mobility Pricing Project that was Funded
Since the UPWP was Adopted (8:40 AM) [COM](#)
[21-0509](#)

Presenter(s): John Mermin (he/him), Metro
Garet Prior (he/him), ODOT

Attachments: [Resolution No. 21-5216](#)

7. Information/Discussion Items (8:50 AM)

- 7.1 I-205 Tolling Discussion (8:50 AM)

Presenter(s): Mandy Putney (she/her), ODOT

- 7.2 T.V. Highway Corridor Presentation & Oversight
Committee Appointment (9:20 AM) [COM](#)
[21-0510](#)

Presenter(s): Eryn Kehe (she/her), Metro
Malu Wilkinson (she/her), Metro

Attachments: [TV Highway JPACT Worksheet.pdf](#)
[TV Highway Fact Sheet-August 2021.pdf](#)

8. Updates from JPACT Members (9:25 AM)

9. Adjourn (9:30 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកម្មបណ្តឹងរើសអើងសូមចូលមកទាក់ទងនៅ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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2022 JPACT Work Program

As of 1/13/2022

Items in italics are tentative

<u>January 20, 2022</u>	<u>February 17, 2022</u>
<ul style="list-style-type: none"> • <i>Congressman Blumenauer, Infrastructure Investment & Jobs Act (Tyler Frisbee & Earl Blumenauer; 15 min)</i> • Resolution 22-5241, For the Purpose of Amending the 2021-26 Metropolitan 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-JAN1) (consent) • Additional UPWP Amendments- informational (John Mermin, Metro, ODOT Staff, & Jamie Stasney, Clack Co. ; 15 min) <ul style="list-style-type: none"> ○ Resolution No. 21-5211, For the Purpose of amending the FY 2021-22 Unified Planning Work Program (UPWP) to Add the Sunrise Community Visioning Project That was Funded Since the UPWP was Adopted (action) ○ Resolution No. 21-5215, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to Amend the Funding and Add Detail to the Existing I-5 Boone Bridge Planning Project (action) ○ Resolution No. 21-5216, For the Purpose of Amending the FY 2021-22 Unified Planning Work Program (UPWP) to add the Regional Mobility 	<ul style="list-style-type: none"> • <i>I-205 Tolling Discussion & Consider Action Mandy Putney, ODOT; 30 min)</i> • <i>Emerging Transportation Trends (Eliot Rose, Metro; 30 min)</i> • <i>RTP - Vision and Priority Outcomes for the 2023 RTP (Kim Ellis, Metro; 30 min)</i>

<p>Pricing Project that was Funded Since the UPWP was Adopted (action)</p> <ul style="list-style-type: none"> • I-205 Tolling Discussion(Mandy Putney, ODOT, 30 min) • T.V. Highway Corridor Presentation & Oversight Committee Appointment (Eryn Kehe & Malu Wilkinson, Metro; 20 min) 	
<p><u>March 17, 2022</u></p> <ul style="list-style-type: none"> • <i>I-205 Tolling (placeholder, if needed)</i> • RFFA – summarize call for projects, present draft project outcomes evaluation report (Dan Kaempff, Metro) • 2023 RTP – Action on work plan and engagement plan (Kim Ellis, Metro) • Regional Mobility Policy Update Discussion - Case Study Findings and Potential Options for Updating Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) 	<p><u>April 21, 2022</u></p> <ul style="list-style-type: none"> • Congestion Pricing Policy Development for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) • RTP - Goals, Objectives and Targets for the 2023 RTP (Kim Ellis and Eliot Rose, Metro) • 82nd Avenue – Elizabeth Mros-O’Hare, Metro and City of Portland <p><i>Possible JPACT Workshop on RTP: Goals, Objectives and Targets</i></p>
<p><u>May 18, 2022</u></p> <ul style="list-style-type: none"> • MTIP Program Update – Grace Cho • IBR update and potentially a draft of the LPA – ODOT/Elizabeth • RTP - Safe and Healthy Urban Arterials Policy Development for 2023 RTP (John Mermin & Lake McTighe, Metro) • RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) • RTP - Transportation Equity Analysis for the 2023 RTP (Eliot Rose, Metro) • RTP - Regional Mobility Policy for 2023 RTP (Kim Ellis and ODOT staff; 30 min) • Freight Commodity Study (Tim Collins, Metro) <p><i>Possible JPACT Workshop on RTP: Urban Arterials Strategy</i></p>	<p><u>June 16, 2022</u></p> <ul style="list-style-type: none"> • TV Highway Corridor Project – (Eryn • IBR – (place holder if needed) LPA - ODOT/Elizabeth • Better Bus Program (Matt Bihn, Metro) • RTP - Emerging Transportation Trends Study Recommendations for 2023 RTP (Eliot Rose, Metro; 30 min) • RTP - Congestion Pricing Policy for 2023 RTP (Alex Oreschak and Kim Ellis, Metro) <p><i>Possible JPACT Workshop on RTP: Climate Smart Strategy</i></p>
<p><u>July 21, 2022</u></p>	<p><u>August 18, 2022</u></p>

<ul style="list-style-type: none"> • RFFA - Present public comment report, initial draft proposal for funding allocations (Dan Kaempff, Metro) • Regional Mobility Policy Update Discussion - Recommended Policy for 2023 RTP (Kim Ellis, Metro and ODOT staff; 30 min) • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • RTP - Transportation Needs and Disparities Analysis for 2023 RTP (Eliot Rose, Metro) <p><i>Possible JPACT Workshop: Transit Planning (Future of Transit in the Region).</i></p>	<ul style="list-style-type: none"> • RFFA - Present refined draft proposal, discussion of coordinating committee priorities (Dan Kaempff, Metro) • 82nd Avenue Project Update – Elizabeth Mros Ohare - City of Portland • RTP - Revenue Forecast for 2023 RTP (Ted Leybold, Metro) • RTP - Equitable Finance 2023 RTP (Lake McTighe, Metro) <p><i>Possible JPACT Workshop on RTP: Equitable Financing</i></p>
<p><u>September 15, 2022</u></p> <ul style="list-style-type: none"> • RFFA - ACTION on TPAC recommended project list (Dan Kaempff, Metro) • Revenue Forecast and Financial Targets for 2023 RTP Call for Projects (Ted Leybold, Metro) • RTP Needs Analysis and Performance Measures for Evaluating 2023 RTP Priorities (Eliot Rose, Metro) 	<p><u>October 20, 2022</u></p> <ul style="list-style-type: none"> • RTP - Call for Projects for 2023 RTP (Kim Ellis, Metro) • Sunrise Community Vision Project – Tentative (Clackamas County)
<p><u>November 17, 2022</u></p> <ul style="list-style-type: none"> • RTP - High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro) • Freight Commodity Study (Tim Collins, Metro) 	<p><u>December 15, 2022</u></p> <ul style="list-style-type: none"> • RTP – Update on Call for Projects for 2023 RTP (Kim Ellis, Metro)

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council. Some topics may be discussed through special JPACT workshops, outside of regular JPACT meetings.

Parking Lot:

- Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT)
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro and Laura Hanson, RDPO)

**3. Congressman Blumenauer, Infrastructure,
Investment & Jobs Act**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

**5.1 Resolution No. 22-5241, For the Purpose of
Amending the 2021-26 Metropolitan
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-JAN1)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

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 ____ day of _____ 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)	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)	<u>ADVANCE PROJECT:</u> Advance the TOD program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet
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.
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

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
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
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 11103
Short Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 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: 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 (YOE\$)			\$74,263	\$8,500	\$0	\$82,763



Metro
2021-26 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
Project Status: 0 = No activity.		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.		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: 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.					
STIP Description: TBD					

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	2230	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
		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 11103
Project Status: 0 = No activity.		On State Hwy Sys:	No		RFFA ID: N/A
Short Description: Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)		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	2230	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
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 11103
Short Description: Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (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: 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
		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 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

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 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

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 (YOE\$)			\$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)	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:	10855
		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'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: <ul style="list-style-type: none">Bring people to live and work within walking distance of high quality transit;Creates new market comparables 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; andSupport 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)						
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.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the TOD program from FY 2025 to FFY 2022 with the lead agency changed to be TriMet as has occurred for past TOD programs. Flex transfer to FTA appears will be required.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > 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 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 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		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 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

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 (YOE\$)				\$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
		Capacity Enhancing:	No		Comp Date:	?
		Conformity Exempt:	Yes		RTP ID:	12092
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		I-405	On State Hwy Sys:	US30	RFFA ID:	N/A
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.		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%)	ACP0	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		0.00
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		0.00
Grand Totals					4,400,000.00		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
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing: No		Comp Date: 12/31/2025
		Conformity Exempt: Yes		RTP ID: 12095
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.		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
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

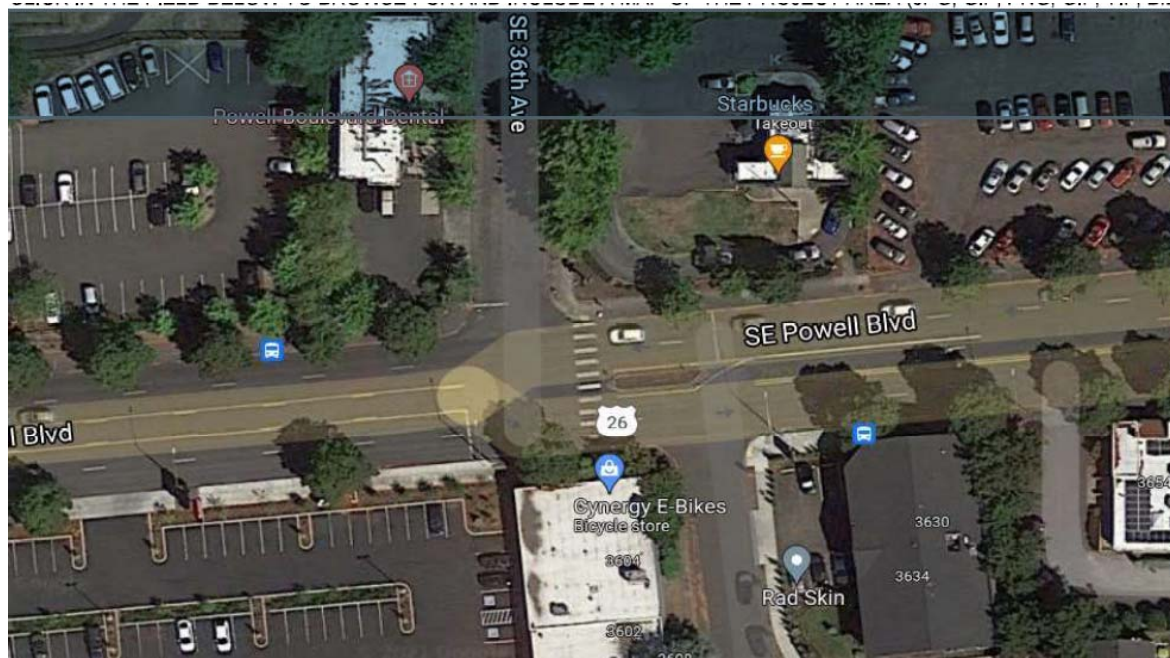
Key Number: 22551

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.) Short Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.		Capacity Enhancing:	No	Comp Date:	3/1/2023
		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 #:	21-24-1814	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.

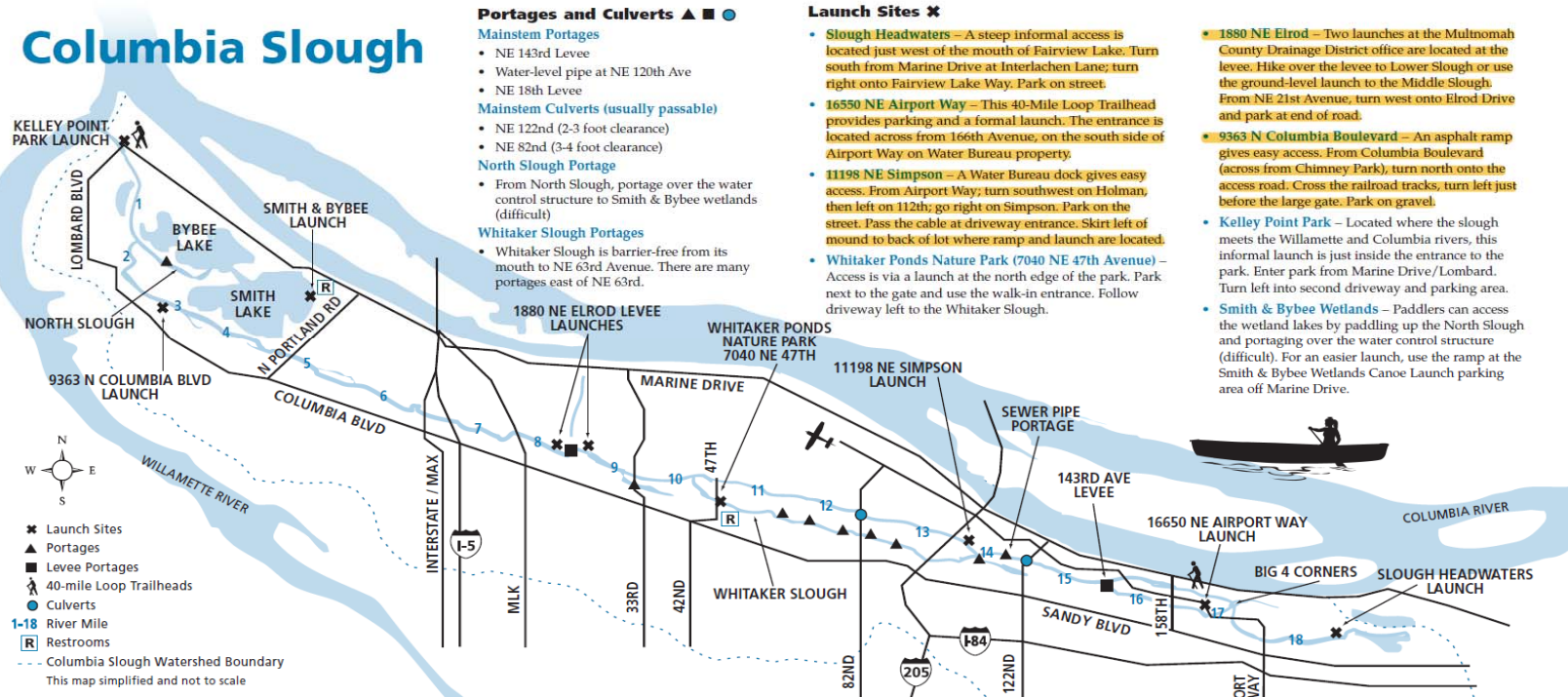
Fund Codes:

- > 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 Beavercreek Bridge Replacement	12	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: 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

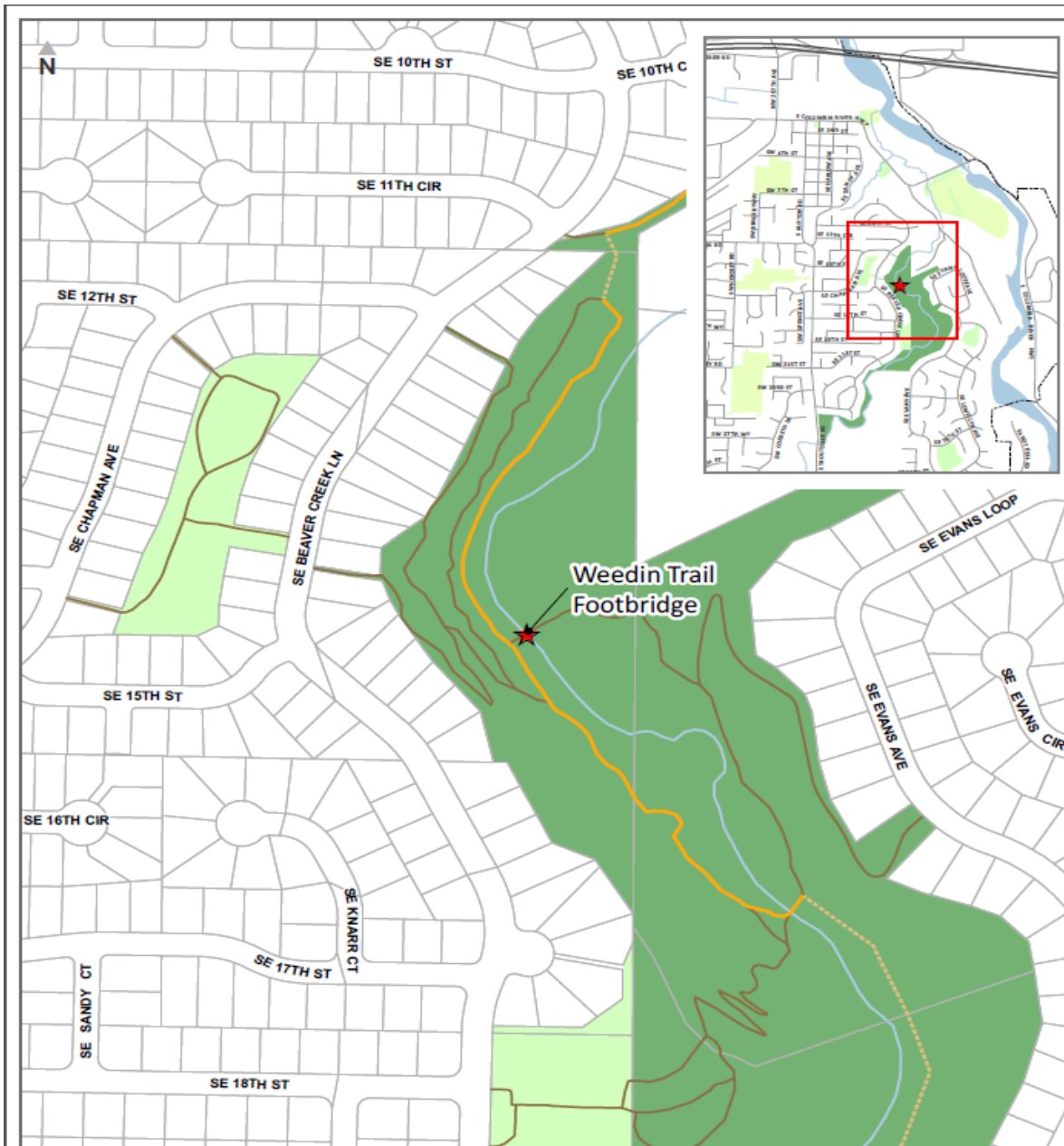
Recreational Trails Program (RTP) Project Ranking**Non-Motorized Grant Requests**

\$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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Memo



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

Date: January 7, 2022
To: JPACT 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?

TPAC received their amendment overview notification on January 7, 2022, and now recommends approval for JPACT to approve Resolution 22-5241 consisting of twelve projects which 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)

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)	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)	<u>ADVANCE PROJECT:</u> Advance the TOD program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet
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)	<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

End SFY 23 UPWP Project Amendment List

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
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.	<u>ADD NEW PROJECT:</u> (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.	<u>ADD NEW PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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.
- 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.

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.
What is changing?	<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>
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</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>
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 22145 retains its full programming in FFY 2022 with \$74,263 and \$8,500 of matching funds for a total of \$82,763
Added Notes:	

Project 2		Regional MPO Planning (2021)	
Lead Agency:	Metro		
ODOT Key Number:	20877	MTIP ID Number:	70872
Projects Description:	Project Snapshot:		
	• <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.
What is changing?	<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"> • <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 		

- 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:	Project Snapshot:		
	<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"> • <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.
What is changing?	<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>
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?	<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>

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"> 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 <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.
What is changing?	<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"> • <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 		

- 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)	
Lead Agency:	Metro TriMet
ODOT Key Number:	22163 MTIP ID Number: 71102
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 and changes the lead agency to be TriMet. TriMet is a TOD partner and will implement part of the program with Metro. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22163 commits funding for Metro's Transit Oriented Development (TOD) program. Metro's TOD Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. • <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 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. • <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. • <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

	<p>analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.</p> <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 as defined in the RTP.• 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.																																																																																																										
What is changing?	<p>AMENDMENT ACTION: ADVANCE FUNDS</p> <p>Key 22163 is Metro’s Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. The program funding is being advanced from FFY 2025 to FFY 2022 as art of the overall SFY 23 UPWP development.</p> <p>The core program activity is providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, and provides technical assistance to communities and developers.</p>																																																																																																										
Additional Details:	<div><div><p>Since 1998, \$35,530,541 in TOD Program Investments have yielded \$1.19 billion in housing, office space, and retail served by high quality transit.</p><table><caption>Completed TOD projects</caption><thead><tr><th>Year</th><th>Project Name</th><th>Location</th><th>Completion Date</th></tr></thead><tbody><tr><td>2000</td><td>Exchange Terrace</td><td>Commerce</td><td>2000</td></tr><tr><td>2001</td><td>Central Point</td><td>Central Point</td><td>2001</td></tr><tr><td>2002</td><td>Central Point Park I and II</td><td>Central Point</td><td>2002</td></tr><tr><td>2003</td><td>Central Point</td><td>Central Point</td><td>2003</td></tr><tr><td>2004</td><td>Central Point</td><td>Central Point</td><td>2004</td></tr><tr><td>2005</td><td>Central Point</td><td>Central Point</td><td>2005</td></tr><tr><td>2006</td><td>Central Point</td><td>Central Point</td><td>2006</td></tr><tr><td>2007</td><td>Central Point</td><td>Central Point</td><td>2007</td></tr><tr><td>2008</td><td>Central Point</td><td>Central Point</td><td>2008</td></tr><tr><td>2009</td><td>Central Point</td><td>Central Point</td><td>2009</td></tr><tr><td>2010</td><td>Central Point</td><td>Central Point</td><td>2010</td></tr><tr><td>2011</td><td>Central Point</td><td>Central Point</td><td>2011</td></tr><tr><td>2012</td><td>Central Point</td><td>Central Point</td><td>2012</td></tr><tr><td>2013</td><td>Central Point</td><td>Central Point</td><td>2013</td></tr><tr><td>2014</td><td>Central Point</td><td>Central Point</td><td>2014</td></tr><tr><td>2015</td><td>Central Point</td><td>Central Point</td><td>2015</td></tr><tr><td>2016</td><td>Central Point</td><td>Central Point</td><td>2016</td></tr><tr><td>2017</td><td>Central Point</td><td>Central Point</td><td>2017</td></tr><tr><td>2018</td><td>Central Point</td><td>Central Point</td><td>2018</td></tr><tr><td>2019</td><td>Central Point</td><td>Central Point</td><td>2019</td></tr><tr><td>2020</td><td>Central Point</td><td>Central Point</td><td>2020</td></tr><tr><td>2021</td><td>Central Point</td><td>Central Point</td><td>2021</td></tr><tr><td>2022</td><td>Central Point</td><td>Central Point</td><td>2022</td></tr></tbody></table><table><caption>Program accomplishments</caption><thead><tr><th>Category</th><th>July 2019 - December 2020 Total</th></tr></thead><tbody><tr><td>Residential units</td><td>1,991,542</td></tr><tr><td>Commercial space</td><td>64,386,189 sq ft</td></tr><tr><td>Office space</td><td>1,991,542 sq ft</td></tr><tr><td>Other space</td><td>1,991,542 sq ft</td></tr></tbody></table><p>Legend</p><ul style="list-style-type: none">MAK Super and SuperUrban growth boundary areaTOD program investmentsNewly opened TOD projectsPreviously completedTOD projectsTOD land holdingsArea eligible for TOD fundingProject has beenNot an urban centerStation area</div></div>	Year	Project Name	Location	Completion Date	2000	Exchange Terrace	Commerce	2000	2001	Central Point	Central Point	2001	2002	Central Point Park I and II	Central Point	2002	2003	Central Point	Central Point	2003	2004	Central Point	Central Point	2004	2005	Central Point	Central Point	2005	2006	Central Point	Central Point	2006	2007	Central Point	Central Point	2007	2008	Central Point	Central Point	2008	2009	Central Point	Central Point	2009	2010	Central Point	Central Point	2010	2011	Central Point	Central Point	2011	2012	Central Point	Central Point	2012	2013	Central Point	Central Point	2013	2014	Central Point	Central Point	2014	2015	Central Point	Central Point	2015	2016	Central Point	Central Point	2016	2017	Central Point	Central Point	2017	2018	Central Point	Central Point	2018	2019	Central Point	Central Point	2019	2020	Central Point	Central Point	2020	2021	Central Point	Central Point	2021	2022	Central Point	Central Point	2022	Category	July 2019 - December 2020 Total	Residential units	1,991,542	Commercial space	64,386,189 sq ft	Office space	1,991,542 sq ft	Other space	1,991,542 sq ft
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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 • <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

	<ul style="list-style-type: none"> • <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 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>
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,

	<ul style="list-style-type: none"> 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 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:	

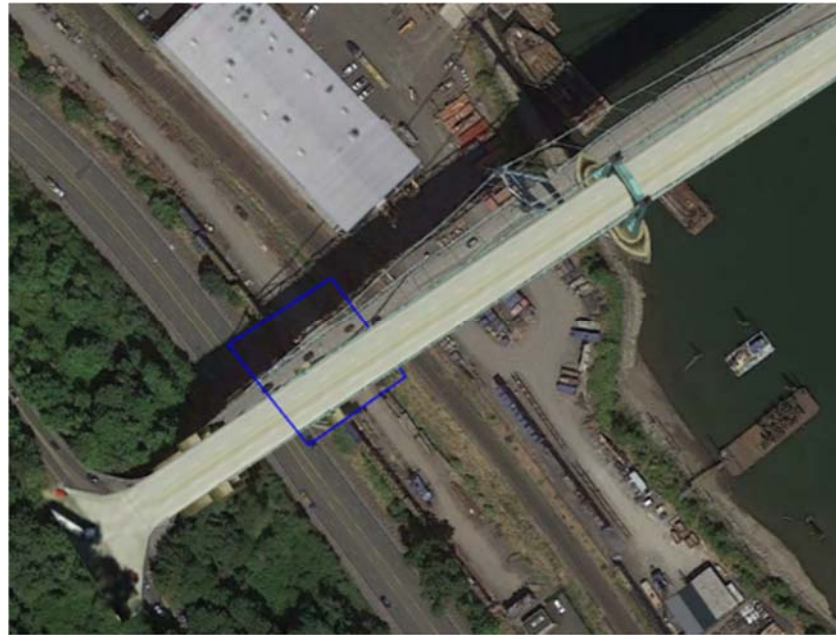
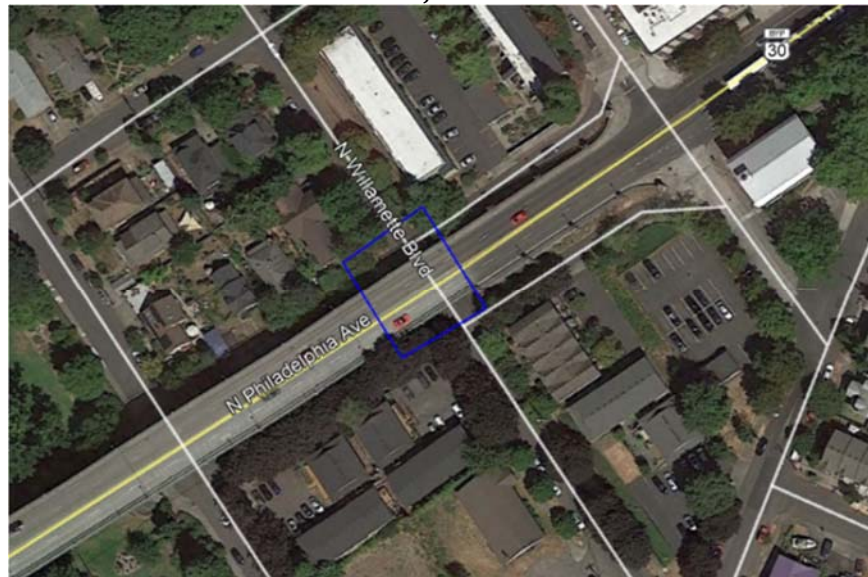
Project 9		Willamette River: Stormwater Source Control Improvements (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22552	MTIP ID Number:	New TBD
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment adds ODOT’s Willamette River: 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.		
	<ul style="list-style-type: none"><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.		

- Funding:
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.
- FTA Conversion Code: Not applicable. No transit funds are involved.
- Location, Limits and Mile Posts:
 - Location. Three bridge locations are cited:
 - 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

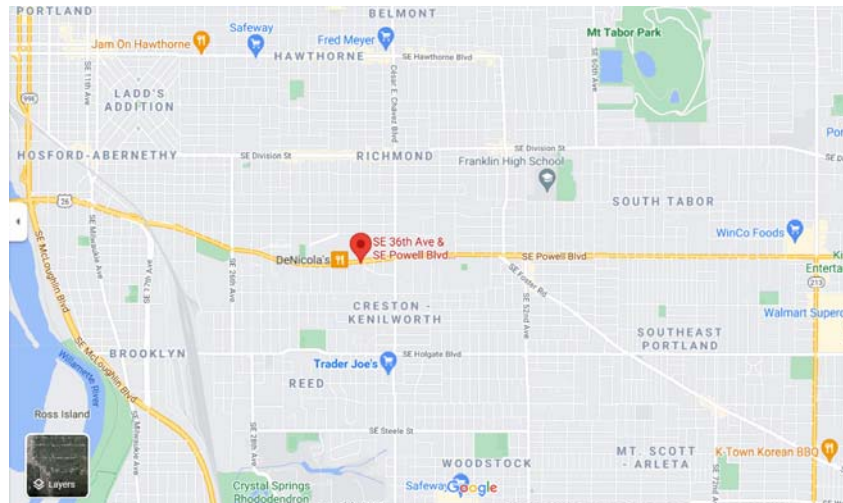
	<ul style="list-style-type: none"> ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February 10, 2022.
	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP. 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.</p>
What is changing?	<p>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.</p>
Additional Details:	<p style="text-align: center;">Location Maps</p> <div style="display: flex; justify-content: space-around;"> </div>

Project 10		US26: SE Powell Blvd & SE 36th Ave (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22551	MTIP ID Number:	TBD


Projects Description:

Project Snapshot:

- **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
- **Metro UPWP Project:** No
- **Proposed improvements:**
Key 22551 will design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety.
- **Source:** New project.
- **Amendment Action:** Adds the new safety project to the 2021-26 MTIP.
- **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 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



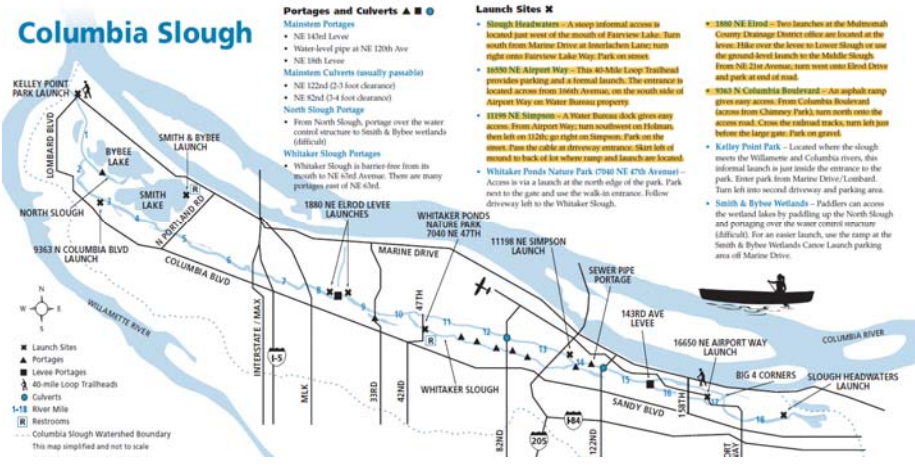
- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> 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. • <u>Regional Significance Status:</u> 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 • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ 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.
What is changing?	<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>
Additional Details:	<p>Project Location Views</p> 

	
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal/full amendment..
Total Programmed Amount:	Total programming for Key 22551 is \$750,000 – all State funds..
Added Notes:	N/A

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. 		

	<div>Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</div> <div><div>Exhibit b) 2021 RTP Non-Motorized Grant Requests</div><table><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><tr><td>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>\$ 38,949</td><td>\$ 26,073</td></tr></table></div> <div><ul style="list-style-type: none">• FTA Conversion Code: Not applicable. No transit funds are committed to the project.• Location, Limits and Mile Posts:<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• 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: 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:<ul style="list-style-type: none">○ 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.</div>	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									
What is changing?	<div>AMENDMENT ACTION: ADD NEW PROJECT</div> <div>The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant award for the Columbia Slough Watershed Council.</div> <div>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-</div>														

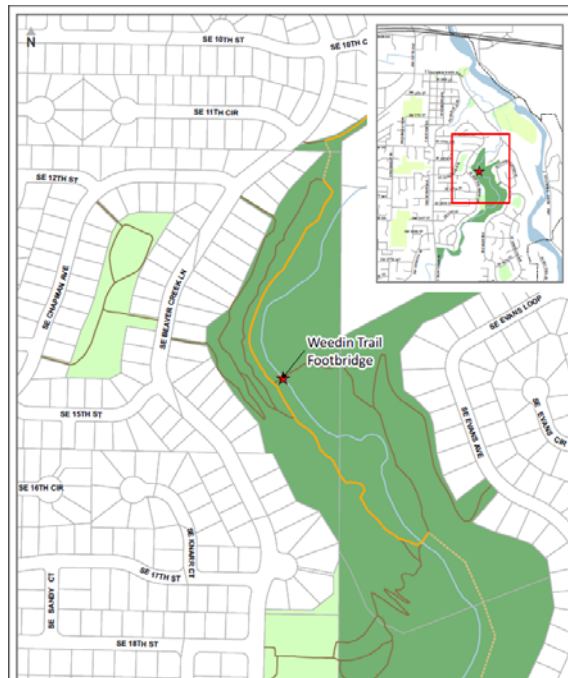
	<p>motorized uses</p> <p>The Columbia Slough Watershed Council will create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of water-body obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.</p>
Additional Details:	 <p>Columbia Slough</p> <p>Portages and Culverts ▲ ■ ●</p> <p>Mainstem Portages</p> <ul style="list-style-type: none"> NE 14th Levee Water level pipe at NE 12th Ave NE 10th Levee <p>Mainstem Culverts (usually passable)</p> <ul style="list-style-type: none"> NE 122nd (2-3 foot clearance) NE 82nd (3-4 foot clearance) <p>North Slough Portage</p> <ul style="list-style-type: none"> From North Slough portage over the water control structure to Smith & Bybee wetlands (400ft) <p>Whittaker Slough Portage</p> <ul style="list-style-type: none"> Whittaker Slough is barrier free from its mouth to NE 47th Avenue. There are many portages east of NE 47th. <p>Launch Sites ✖</p> <ul style="list-style-type: none"> Slough Headwaters - A steep informal access is located just west of the mouth of Fairview Lake. Run north from Marine Drive at Interlocken Lakes, turn right onto Fairview Lake Way. Park on street. 16000 NE Airport Way - This 40-Mile Loop Trailhead provides parking and a formal launch. The entrance is located across from Smith Avenue, on the south side of Airport Way on Water Bureau property. 11199 NE Simpson - A Water Bureau dock gives easy access. From Airport Way, turn southwest on Fildem, then left on 122nd, go right on Simpson. Park on the street. From the cable at driveway entrance, hike left of road to back of lot where ramp and launch are located. Whittaker Friends Nature Park (7900 NE 47th Avenue) - Access is via a launch at the north edge of the park. Park next to the gate and use the walk-in entrance. Follow driveway left to the Whittaker Slough. 1800 NE Elrod - Two launches at the Multnomah County Storage District office are located at the levee. Hike over the levee to Lower Slough or use the ground level launch to the Middle Slough from NE 21st Avenue, turn west onto Elrod Drive and park at end of road. 13000 N Columbia Boulevard - An asphalt ramp gives easy access. From Columbia Boulevard, across from Chimey Park, turn north onto the access road. Cross the railroad tracks, turn left just before the larger gate. Park on gravel. Kelley Point Park - Located where the slough meets the Willamette and Columbia rivers, the informal launch is just inside the entrance to the park. Enter park from Marine Drive/Lombard. Turn left into second driveway and parking area. Smith & Bybee Wetlands - Paddlers can access the wetland lakes by paddling up the North Slough and portaging over the water control structure (difficult). For an easier launch, use the ramp at the Smith & Bybee Wetlands Canoe Launch parking area off Marine Drive. <p>Legend:</p> <ul style="list-style-type: none"> Launch Sites Portages Levee Portages 40-mile Loop Trailheads Culverts 1/4 Mile River Mile Restrooms Columbia Slough Watershed Boundary <p>This map simplified and not to scale.</p>
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 Beaver Creek 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 Metro UPWP Project: No Proposed improvements: 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. Source: New project 		

- **Amendment Action:** Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action.
- **Funding:**
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.

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



	<ul style="list-style-type: none"> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • <u>Air Conformity/Capacity Status:</u> The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities. • <u>Regional Significance Status:</u> No. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA's FMIS obligation requirements for the project. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ 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?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant 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

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP

programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

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

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

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

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:

TPAC received their amendment overview notification on January 7, 2022, and now recommends approval for JPACT to approve Resolution 22-5241 consisting of twelve projects which 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.

No Attachments

**5.2 Consideration of the December 16, 2021 JPACT
Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

December 16, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Jessica Vega Pederson
Nafisa Fai
Paul Savas
Jo Ann Hardesty
Travis Stovall
Steve Callaway
Kathy Hyzy
Rian Windsheimer
Curtis Robinhold
Nina DeConcini
Carley Francis
Anne McEnerny-Ogle
Temple Lentz

AFFILIATION

Metro Council
Metro Council
Metro Council
Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
Port of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
City of Vancouver
Clark County

MEMBERS EXCUSED

Sam Desue

AFFILIATION

TriMet

ALTERNATES PRESENT

Chris Ford
Emerald Bogue
JC Vannatta
Jef Dalin

AFFILIATION

Oregon Department of Transportation
Port of Portland
TriMet
Cities of Washington County

OTHERS PRESENT: Adriana Antelo, Allison Boyd, Anne Debbaut, Aurora Jackson, Bob Kellet, Brenda Bartlett, Brendan Finn, Brian Monberg, Chris Deffebach, Chris Fick, Chris Smith, Chris Warner, Cody Field, Colin Cooper, Dave Roth, Don Odermott, Dwight Brashear, Eric Hesse, Erin Doyle, Garet Prior, Gavin Oien, Glen Bolen, Grace Cho, Harpeschein Williams, Jaime Lorenzini, Jamie Snook, Jeff Owen, John Goodhouse, Kari Schlosshauer, Katherine Kelly, Kim McMillan, Mandy Putney, Mark Gamba, Mark Ottenad, Mark Shull, Mary Baumgardner, Matt Ransom, Matthew Hampton, Jules

Walters, Monica Tellez-Fowler, Paul Comery, Sarah Iannarone, Scott Langer, Shawn Donaghy, Jamie Stasny, Stephen Roberts, Steve W, Thomas Craig, Tom Markgraf, Ty Stober

STAFF: Andre Bealer, Andy Shaw, Anneliese Koehler, Caleb Winter, Craig Beebe, Dan Kaempff, Eryn Kehe, John Mermin, Kai Oishi, Ken Lobeck, Lisa Hunrichs, Michelle Bellia, Ted Leybold, Tom Kloster, Ramona Perrault, Victor Sin, Margi Bradway, Carrie MacLaren, Connor Ayers, and Jaye Cromwell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick (she/her) called the virtual zoom meeting to order at 7:30 am.

Chair Craddick provided instructions on how to properly participate in the virtual meeting and called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Mayor Jules Walters (she/her) of the City of West Linn gave testimony on Agenda Item 5.2 I-205 Tolling. She spoke to how the tolling program would affect her community. She discussed the needed investments in roads and transit facilities and how congestion and diversion already has major impacts on the community. She urged members to use federal funds to invest in orphan highways.

Chris Smith (he/him) of No More Freeways expressed opposition to projects that increase vehicle miles traveled, automobile mode share, and greenhouse gases, including the I-205 tolling project. He emphasized that congestion pricing can be a tool to reduce greenhouse gases in the region. He also expressed opposition the Regional Mobility Pricing Project and expanding the number of lanes on the Boone Bridge.

Sarah Iannarone (she/her) of The Street Trust discussed the letter to be sent to the Oregon Transportation Commission as part of Agenda Item 5.1 Federal Agenda Update. She expressed support for jurisdictional transfer for urban arterials. She noted that the Vision Zero goals for the region are failing. She emphasized the need to make sure that congestion pricing funds go towards biking, walking, and riding transit infrastructure. She suggested adding to the letter a request that federal money goes towards projects that can't be funded through the Highway Trust Fund and a request for climate and equity lens be applied to all investments.

3. **UPDATES FROM THE CHAIR**

Chair Craddick asked Metro Staff Margi Bradway (she/her) to read the names of those that have died in traffic accidents in Clackamas, Multnomah, and Washington Counties.

Margi shared the names and ages of victims during the month of November:

Neri Ramirez-Mendoza, 20, Robert Joseph Leon, 45, Keith O. Poppert, 61, Jose Romero-Ramirez, 52, Daniel Lucero, 33, Carrie Lynn Simmons, 37, Tosha Leann Anders, 27, Tralee Ariel McClain, 31, Anton Vladimir Yudintsev, 33, and two unknown persons.

4. **CONSENT AGENDA**

MOTION: Commissioner Jessica Vega Pederson (she/her) moved to approve the consent agenda. Commissioner Jo Ann Hardesty (she/her) seconded the motion.

ACTION: With all in favor, the motion passed.

5. **INFORMATION/DISCUSSION ITEMS**

5.1 Federal Agenda Update

Chair Craddick introduced Metro Staff Tyler Frisbee (she/her) and ODOT Staff Travis Brouwer (he/him).

Key elements of the presentation included:

Tyler gave an overview of how much investment from the Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act would go towards water, broadband, energy, environmental remediation, western water infrastructure, resiliency, and transportation. She emphasized that the bill is the most significant investment in infrastructure in recent history. She explained where transportation investments are going nationally and formula funds coming to ODOT. She discussed the investment in competitive grant transportation funds at the federal level. She emphasized the need to work together as a region to win these funds and how it can work together. She noted that the infrastructure bill is an opportunity for the interstate bridge replacement project.

Travis presented on the implications of the Infrastructure Investment and Jobs Act for

Oregon. He commented that this is the first time in a long time that there is a large number of federal competitive grants for transportation. He discussed how the region can position projects to receive federal funds. He noted that though the IJJA is historic, HB 2017 is about two and a half times larger annually. He reviewed how the additional funding coming to Oregon is divided between different areas. About 32% of the \$1.2 billion is flexible funds. He gave an overview of the local programs that are available to cities, counties, and MPOs. He shared a timeline and public engagement approach for spending the money. He informed members how to keep up with updates during the State Transportation Improvement Program update and how to provide feedback. He shared the Strategic Action Plan Priorities of equity, a modern transportation system, and sufficient and reliable funding.

Tyler reviewed the draft OTC letter at a high level and asked for feedback from JPACT members.

Member discussion included:

In the chat Curtis Robinhold (he/him) commented that it seems strange to highlight federal priorities without mentioning the I-5 Interstate Bridge Replacement project. He asked if there are any thoughts as to how federal formula funds might impact financing for the project.

Mayor Anne McEnerny-Ogle (she/her) expressed appreciation for the letter and commented that the I-5 Bridge is the most important project in the region. She suggested specifically mentioning the project in the letter.

Tyler agreed that the project is important and noted that they were not sure at the staff level whether or not they wanted to mention specific projects. She noted that the finance plan is still being worked on, and they wanted to see what it would look like before.

Mayor McEnerny-Ogle reiterated the need to emphasize to the OTC the importance of the IBR project. She commented that she could not support the letter unless the IBR was specifically mentioned.

Rian Windsheimer (he/him) agreed about the need to mention the IBR project and discussed the need for investment in safety. He suggested that Metro and JPACT use incoming funds to create a regional safety program.

Councilor Christine Lewis (she/her) asked Travis for clarification on the amount of

funds provided by HB 2017 compared to the recent IJJA, and if anticipated funds from bonding and tolling had been included for HB 2017. She also commented that the Abernathy Bridge is another top concern for the region.

Travis clarified that the chart shows just tax revenue in year of collection for HB 2017, and does not include any bond or tolling revenue. He offered to share the specific numbers.

Commissioner Vega Pederson spoke to the need for safety improvements on ODOT owned arterials in the region, and whether funds for those improvements would come from ODOT or federal sources.

Travis answered that many safety funds would come from federal flexible funds. He commented that funding safety improvements for ODOT owned arterials is very challenging because funds come from many different sources. He acknowledged the need for a more comprehensive approach to urban arterials.

Commissioner Vega Pederson suggested combining points one and two of the letter. She asked for more detail on point three.

Tyler clarified that there is a distinction between ODOT owned urban arterials and other urban arterials. She noted that many urban arterials are included in the federal system but are not owned by ODOT. They are often owned by local jurisdictions but are eligible for federal funds. She explained that the arterials that are part of the federal system do not need the same level of investment as ODOT owned arterials but they are still asking for consideration in funding safety measures. She added that point three tries to emphasize the need to line up funding timelines and have tolling begin in the region all at the same time.

In the chat Councilor Kathy Hyzy (she/her) asked how the carbon reduction program would work.

Travis responded that the program is still under development and shared a link to a webinar with more information about it: <https://youtu.be/OR5cTIGqINs>.

In the chat Rian commented that JPACT may want to be more specific about increasing the All Roads Transportation Safety allocation or be clearer about what the safety program should do differently.

Commissioner Vega Pederson added that another important project is the Burnside

Bridge.

Commissioner Hardesty disagreed about calling out specific projects in the letter because it might take away from the primary purpose of safety improvements on neglected arterials. She expressed support for the letter.

Commissioner Paul Savas (he/him) agreed with Commissioner Hardesty about keeping the letter high level. He spoke to the need for major improvements in the I-205 corridor and expressed hope for making those safety improvements before implementing tolling.

Councilor Juan Carlos Gonzalez (he/him) agreed with keeping the letter high level and not calling out specific projects.

Tyler commented that she is generally hearing a desire to avoid putting a project list in the letter. She noted that bridges are called out in general in the letter.

Margi added that the conversation around federal funds will continue at JPACT, so there will be further opportunities to weigh in.

Tyler suggested having ODOT staff come to JPACT to discuss their thinking around bridges in the region in the light of federal funds.

Commissioner Hardesty expressed concern for not being able to take advantage of other federal transportation funds. She emphasized that transportation projects should improve communities and suggested communicating more with public transit agencies like TriMet.

Tyler discussed having the letter say what it says and having staff talk to ODOT staff to make clear that.

JPACT members gave the letter an informal thumbs up. Nina DeConcini (she/her) and Rian Windsheimer abstained. Mayor McEnerny-Ogle opposed.

5.2 I-205 Tolling

5.2.1 Ordinance No. 21-1467 I-205 RTP Discussion of public comments and proposed RTP amendment/legislation

Chair Craddick introduced Metro Staff Tom Kloster (he/him) and ODOT Staff

12/16/2021 JPACT

Minutes 6

Mandy Putney (she/her), Garet Prior (he/him), and Brendan Finn (he/him).

Key elements of the presentation included:

Tom gave an overview of the Regional Transportation Plan, which is a long range plan for the region's transportation system. It is updated every five years. He explained that the Metropolitan Transportation Improvement Program is where funds for major projects are programmed. Projects must be added first to the RTP, and then to the MTIP. He explained the process for amending both the RTP and MTIP and shared the timeline.

Brendan gave an overview of the regional congestion management and mobility projects in the region. He emphasized that the project will use a variable pricing system. He acknowledged the need for investment in other modes of transportation. He reviewed the foundational statements of the project and timelines for I-205 and the Regional Mobility Pricing Project.

Mandy discussed what the Preliminary Engineering phase of the project will accomplish and the questions it will answer. She went over the timeline of the environmental assessment. She explained how they are studying potential impacts of diversion. She acknowledged that transportation options in the area are limited and discussed the projects transit and multimodal strategy. She explained why they are bringing the RTP and MTIP amendments forward now and what the amendments would fund.

Garet gave an overview of the public comments that had been received for the RTP, most of which were against tolling. He shared edits that had been made to the proposed amendment as a result of the public comments. He emphasized that when they ask for approval of the amendment in January, it is not a full endorsement of tolling, but allows ODOT to move forward to research questions around tolling.

Member discussion included:

Commissioner Savas expressed support for safety improvements and addressing the bottleneck, but commented that it would be beneficial to toll the region at the same time instead of starting with just I-205. He noted that the Clackamas County Coordinating Committee had sent a letter asking the OTC to use IIJA funds to start the project in order to delay tolling on I-205.

Councilor Lewis expressed concern that the project will not implement congestion

pricing in the region in the best way in order to prioritize construction. She emphasized the need to get congestion pricing right. She suggested decoupling the implementation of tolling and construction timeline on I-205.

Councilor Hyzy commented that local jurisdictions need more time to build the relationship with ODOT and to provide community input. She discussed the need and challenge around mitigating diversion. She noted that congestion pricing is a major tool for addressing climate change and that it's important to get it right.

Councilor Gonzalez expressed support for a variable pricing system and expressed concern that funds from tolling would go towards highway projects. He requested a breakdown of how funds would be used and what projects they would go towards.

Commissioner Hardesty expressed concern that the variable tolling would only reduce and not eliminate costs for low-income people. She commented that the impact of tolling would also be major for residents of Clackamas County. She agreed that it's important to get congestion pricing right for the region and that it's an important tool to address climate change.

Mayor McEnerny-Ogle asked what it would take to slow down the construction timeline and what the impacts would be. She added that receiving an answer after the meeting would be fine.

Brendan agreed that it's important to get the tolling program right, and it's the first time that the state has done something like it. He promised to follow up on members' comments after the meeting. He expressed appreciation for the feedback.

Commissioner Savas suggested making a motion to push back the January vote on the RTP amendment until members can get more information from the OTC.

Margi clarified that the RTP amendment is not being voted on today, and is scheduled to come before JPACT in January 2022.

Metro Staff Carrie MacLaren (she/her) added that Commissioner Savas could ask staff for the vote to be delayed but technically a motion cannot be made at this meeting because the resolution is not on the table. He could make a motion to defer the vote in January.

In the chat Mayor Steve Callaway (he/him) agreed with the idea of exploring the use of IIJA funds to allow uniform rollout of congestion pricing.

Curtis added in the chat that it is important to get moving on congestion pricing. He expressed concern that debating timing and funds will perpetually delay the project.

In the chat Commissioner Hardesty stated that they need more information about the financial expenditure plans.

5.2.2 Resolution No. 22-5234, For the Purpose of Amending the 2021-2026 Metropolitan Improvement Program (MTIP) to Add the Preliminary Engineering Phase for ODOT's I-205 Tolling Project Allowing NEPA and Design Activities to Begin (JA22-06-JAN1)

Chair Craddick introduced Metro Staff Ted Leybold (he/him) to present on the resolution.

Margi commented that items 5.2.1 and 5.2.2 are linked and for the same project, just that one is for the RTP and one is for the MTIP.

Ted explained that the MTIP amendment will add the I-205 toll project to the MTIP in order to begin the preliminary engineering phase. He added that the amendment has its own public comment period that will be open until January 5.

Brendan emphasized that the PE phase is needed to understand all of the questions that go into the project.

Garet added that the funds from the amendment would allow ODOT to complete their environmental analysis, which is planned to come out in late spring 2022.

6. UPDATES FROM JPACT MEMBERS

In the chat Rian informed members that construction is beginning on OR 217 and shared a link with more information: www.hwy217.org.

7. **ADJOURN**

Chair Craddick adjourned the meeting at 9:30 am.

Respectfully Submitted,

Connor Ayers

Connor Ayers

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 16, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	12/16/21	Testimony from Chris Smith	121621j-01
2.0	Testimony	12/16/21	Testimony from Sarah Iannarone	121621j-02
2.0	Testimony	12/16/21	Testimony from Sharon Nasset	121621j-03
3.0	Presentation	12/16/21	November Traffic Fatalities	121621j-04
5.1	Memo	12/16/21	JPACT OTC Letter and Memo	121621j-05
5.1	Presentation	12/16/21	Federal Agenda Update Presentation	121621j-06
5.2	Presentation	12/16/21	I-205 Tolling Presentation	121621j-07

6.1 Additional UPWP Amendments- Informational

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 3, 2022
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Legislative amendments to the 2020-21 Unified Planning Work Program (UPWP) from Clackamas County and ODOT

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. New projects or changes (greater than \$500,000) to existing project budgets for the existing fiscal year require legislative amendments to be adopted by JPACT and Metro Council.

See attached set of legislative amendments from Clackamas County (Sunrise Corridor) and ODOT (Boone Bridge and Regional Mobility Pricing project).

Next Steps

TPAC will be asked to make a recommendation to JPACT at its January 7 meeting. JPACT and Metro Council will be asked to take action by consent at their January 20th meetings.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this bundle of amendments.

**6.1.1 Resolution No. 21-5211, For the Purpose of
amending the FY 2021-22 Unified Planning Work
Program (UPWP) to Add the Sunrise Community
Visioning Project That was Funded Since the UPWP
was Adopted**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5211
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE SUNRISE	)	Introduced by Chief Operating Officer
GATEWAY CORRIDOR COMMUNITY	)	Marissa Madrigal in concurrence with
VISIONING PROJECT THAT WAS FUNDED	)	Council President Lynn Peterson
SINCE THE UPWP WAS ADOPTED		

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, in its 2021 session the Oregon legislature awarded Clackamas County \$4 million to initiate a community visioning process for the Sunrise Corridor; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to add the Sunrise Community Visioning project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Clackamas County - Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor, traversed by Highway 212 and 224, is an essential economic hub in Clackamas County and serves as one of the busiest freight distribution centers in the Portland Metro region and the state. This area includes a significant amount of undeveloped and underdeveloped acreage within the urban growth boundary and is projected to double in residential population over the next 20 years. Currently, the heavily congested transportation system is failing with dangerous intersections and a lack of safe crossings, pedestrian, and bicycle amenities. No formal planning or community engagement work has been conducted for this corridor in over 10 years.

This project will initiate robust community engagement and the production of an equitable development plan for this corridor. This plan will guide future transportation, housing, and other investments in the coming years to support a vibrant, safe, and affordable corridor that serves existing and future community members, businesses, and the region.

Specifically, this effort will:

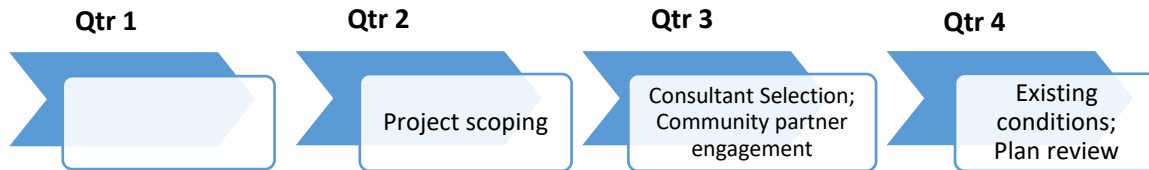
- Build trust and a common vision for the future of the corridor by deeply engaging the people who live, work, and own businesses in this corridor. Prioritize engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Find opportunities to optimize land use designations within the corridor to support housing options and job creation by conducting a Land Use Assessment and an Economic Competitiveness and Employment Lands Analysis.
- Protect the current residents of the area by developing and implementing an anti-displacement strategy.
- Identify barriers and develop solutions for improving community health by conducting a Community Health Assessment.
- Modernize the Transportation Vision for this corridor by understanding the community needs and getting community feedback on the current draft concept, conducting an environmental re-evaluation of proposed improvements, developing a phasing plan for the arterial network, refining the concept to match the community supported plan, creating a funding plan and updating local TSP's (Transportation System Plans) and the RTP (Regional Transportation Plan) to match the community supported plan.

Early scoping for the project is currently underway. The goal is to initiate the consultant selection process in early 2022, and begin community engagement in spring of 2022. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County. This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

FY 2021-22 Unified Planning Work Program

The project is expected to begin in early 2022 and take 18-24 months to complete.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:

Personal Services	\$ 450,000
Materials & Services	\$

TOTAL \$ 450,000

Resources:

Federal grant	\$ 400,000
Local Match	\$ 50,000

TOTAL \$ 450,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Jamie Stasny, JStasny@clackamas.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Gateway Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5211 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in the Sunrise Gateway Corridor Community Visioning Project begin added to the UPWP, which will allow Clackamas County to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

This project came about after evolution of the transportation concept during development of the regional funding measure. The County recognized the need for community engagement to understand existing conditions, lived experiences, challenges and opportunities and ultimately the need to create a cohesive community vision for the Sunrise corridor. This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

**6.1.2 Resolution No. 21-5215, For the Purpose of
Amending the FY-2021-22 Unified Planning Work
Program (UPWP) to Amend the Funding and Add
Detail to the Existing I-5 Boone Bridge Planning
Project**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5215
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO AMEND THE FUNDING	)	Introduced by Chief Operating Officer
AND ADD DETAIL TO THE I-5 BOONE	)	Marissa Madrigal in concurrence with
BRIDGE PLANNING PROJECT	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, In 2019, the Oregon Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River; and

WHEREAS, In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to amend the funding and add detail to the I-5 Boone Bridge project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

Staff Contact: ~~Kristen Stallman~~ Vanessa Vissar,
vanessa.vissar@odot.oregon.gov ~~Kristen.Stallman@odot.state.or.us~~

Disclaimer: ~~This is a potential planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.~~

Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 and 11304 on the 2018 RTP Financially Constrained List).

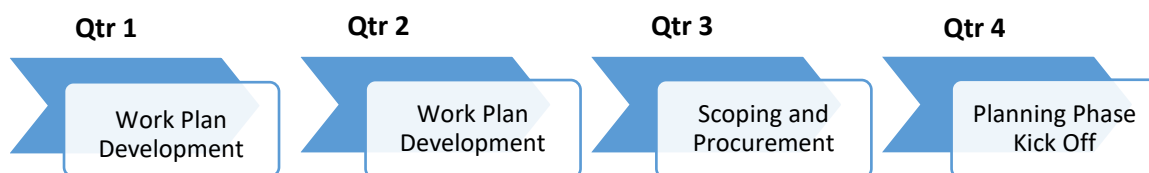
As directed by the 2019 Legislature, ODOT ~~hired a contractor to evaluate~~ the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon Legislature in January 2021. The report will be completed during Quarter 3 of FY 20/21.

Along with the engineering analysis of the Bridgebridge, ODOT worked with Metro to analyze the effects of bridge widening on travel patterns in the region.

In March 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase. ODOT will consider recommendations from the I-5 Boone Bridge and Seismic Improvement Project Technical Report report and analysis of the effects of bridge widening on travel patterns to complete the Planning Phase. ODOT will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities. The Planning Phase is estimated to be completed in 2023, as it develops the agency work program for the 2021–2023 biennium. This narrative is included in the UPWP to relay the potential for continued planning and analysis during the 21-22 fiscal year.

Key Project Deliverables / Milestones

~~No deliverable or milestones are known at this time.~~



FY 2021-22 Unified Planning Work Program

FY 2021-22 Cost and Funding Sources

~~Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021~~

Requirements:

Personal Services	\$	TBD <u>200,000</u>
Materials & Services	\$	TBD
TOTAL	\$	Total Amount <u>200,000</u>

Resources:

Federal grant	\$	TBD <u>160,000</u>
Local Match	\$	TBD <u>40,000</u>
TOTAL	\$	<u>200,000</u>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING I-5 BOONE BRIDGE PLANNING PROJECT

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Vanessa Vissar, Vanessa.vissar@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5215 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

**6.1.3 Resolution No. 21-5216, For the Purpose
of Amending the FY 2021-22 Unified Planning
Work Program (UPWP) to add the Regional
Mobility Pricing Project that was Funded Since
the UPWP was Adopted**

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5216
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE REGIONAL	)	Introduced by Chief Operating Officer
MOBILITY PRICING PROJECT THAT WAS	)	Marissa Madrigal in concurrence with
FUNDED SINCE THE UPWP WAS ADOPTED	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018; and

WHEREAS The Toll Program is part of the Statewide Transportation Improvement Program; and

WHEREAS the Toll Program was included in the 2021-22 UPWP with two components, one of which has now completed its planning phase (I-205 in Clackamas County) and the other has been renamed as the Regional Mobility Pricing Project; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to initiate planning work on the Regional Mobility Pricing project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Project: ~~I-5 and I-205: Portland Metropolitan Value Pricing~~ Regional Mobility Pricing Project

Staff Contact: Mike Mason, Michael.W.Mason@odot.state.or.us

Description

The ODOT Toll Program is ~~advancing building on the results outcome of a feasibility analysis~~ the agency's Value Pricing Feasibility Analysis completed in December 2018. The ~~Value Pricing Feasibility A~~ feasibility analysis was conducted using state funding from House Bill 2017; no ~~federal~~ Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project is project, renamed as the Regional Mobility Pricing Project, and includes carries forward two one planning project in the planning phase. It : Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility Regional Mobility Pricing Project, which is is evaluating variable rate pricing on tolling study considering all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. plus on I-205 extending to the north from OR213 to

~~the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects.~~

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that would will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for :the Regional Mobility Pricing Project is expected to be completed in 2022. for the Regional Mobility Pricing Project. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I 5 and I 205.

~~Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.~~

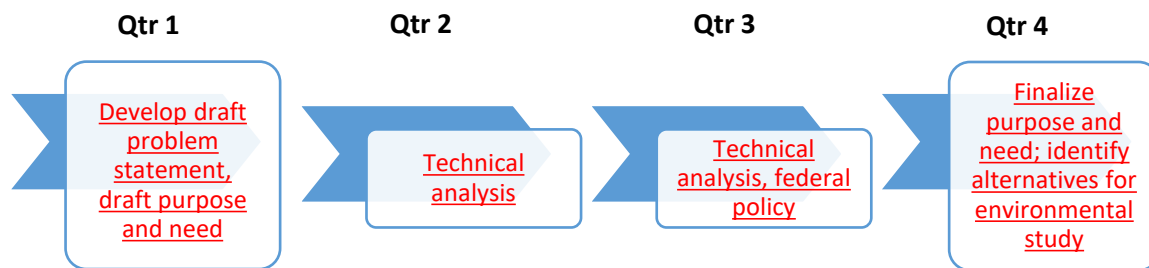
FY 2021-22 Unified Planning Work Program

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as

well as transit service providers including TriMet, Smart, and others. Additionally, ODOT ~~is~~ has coordinated ing with Metro and the City of Portland on ~~concurrent~~ their efforts related to congestion pricing. A comprehensive engagement strategy provides public input.

The Regional Mobility Pricing Project project is consistent with the RTP policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

Key Project Deliverables / Milestones FY 2021-2022



FY 2021-22 Cost and Funding Sources

~~Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis.~~

Requirements:

Personal Services	\$4,157,018
Materials & Services	\$142,982
TOTAL	\$4,300,000

Resources:

Federal grant	\$3,965,460
Local Match	\$334,540
TOTAL	\$4,300,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Mike Mason, Michael.w.mason@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Regional Mobility Pricing Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5216 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in adding the Regional Mobility Pricing Project to the UPWP, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

As originally conceived, the tolling program totaled just over \$18 million. Subsequent funding from the Oregon Transportation Commission increased the project allocation to \$21.2 Million. As shown in the budget table in Exhibit A, the revised Regional Mobility Pricing Project will utilize \$4.3 million during the 2021 – 2022 fiscal year.

The Regional Mobility Pricing Project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

The project is also consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

7.1 I-205 Tolling Discussion

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

7.2 T.V. Highway Corridor Presentation

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 20, 2022

JPACT Worksheet

Agenda Item Title: T.V. Highway Corridor Presentation

Presenters: Eryn Kehe (she/her), Investment Areas Project Manager, Jamie Snook (she/her), Capital Planning Manager

Contact for this worksheet/presentation: Eryn Kehe

Purpose/Objective

The purpose is to provide an overview of the work ahead on the Tualatin Valley Highway HOPE grant awarded to Metro this year.

Tualatin Valley Highway has been established by policy as a High Capacity Transit (HCT) and Enhanced Transit Corridor (ETC) for many years. The adopted Regional Transportation Plan (RTP) recommended and the 2018 Regional Transit Strategy identified the TV Highway Corridor for future transit corridor refinement planning. The Regional Transit Strategy identifies the TV Highway as a Next Phase Regional Priority Corridor for both future High Capacity Transit and as an Enhanced Transit Corridor. The Moving Forward TV Highway Enhanced Transit and Access Plan determined the need for HCT and proposed Bus Rapid Transit (BRT) improvements in the corridor primarily between 160th and Cornelius Pass Rd. Metro's Transportation Funding Task Force also designated TV Highway as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer term corridor investments

Staff will explain the work ahead, how community will be involved in the creation of an Equitable Development strategy, involvement by local jurisdictions and agencies, and the role of JPACT in decision-making for the corridor.

Outcome

The TV Highway Steering Committee will work to define a locally preferred transit alternative for High Capacity Transit on TV Highway. That recommendation will be forwarded to JPACT for consideration, likely in in 2023.

What has changed since JPACT last considered this issue/item?

This is the first visit to JPACT on this item.

What packet material do you plan to include?

Included in the packet is a fact sheet about the TV Highway HOPE grant.



Tualatin Valley Highway HOPE grant

Project overview

Oregon Highway 8, TV Highway, is located in Washington County. It is a vital transportation connector that serves regional and town centers in Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove.

Supported by a Federal Transit Administration HOPE (Helping Obtain Prosperity for Everyone) grant, this project will complete planning and design for public transit improvements on TV Hwy. Plans will build upon the bus rapid transit component of the TV Highway project proposed in the 2020 Get Moving transportation funding measure. It will also support the creation of a community-led equitable development strategy to counteract gentrification, as recommended in the measure.

Bus rapid transit

The 2018 Regional Transportation Plan (RTP) identified this corridor for future high capacity transit. This grant will move that vision forward by designing a new bus rapid transit system for TV Highway.

Includes a study of electric buses to reduce the number of diesel vehicles regularly traveling through the corridor.

Purpose Improve transit in the corridor.

Participation Regional, county and city planners together with ODOT, TriMet and the community.

Approval The TV Hwy Steering Committee composed of community members and managers or elected officials representing ODOT, TriMet, Metro, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.



Equitable development strategy

The grant will produce an Equitable Development Strategy to ensure that broader community economic and housing development needs are reflected in the final project concept. It will seek to support a coalition of advocates, community representatives, funders, housing and service providers ready to participate in ongoing corridor improvement efforts. This human infrastructure component is key to ensuring that existing residents and future low-income resident's needs are integrated into any long-term corridor improvements.

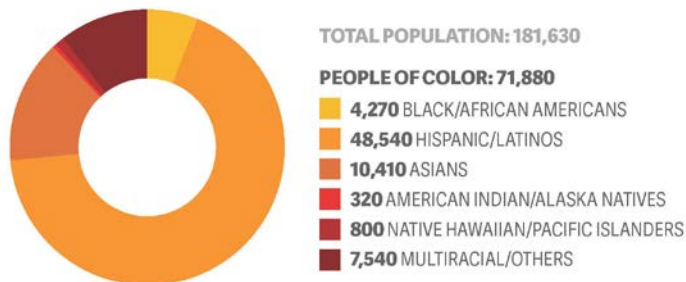
Purpose Increase meaningful involvement in transportation planning and identify ways to counteract the forces of gentrification that may accompany transportation investments.

Participation The community along this corridor and organizations who represent them.

Approval The Equitable Development Coalition, a group of community leaders, community-based organizations, nonprofits, philanthropic organizations, affordable housing providers, residents and businesses.

Tualatin Valley Highway today

This corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. The median income along the corridor varies greatly, but is slightly less overall than the regional median. Poverty rates are slightly higher, with areas such as west Hillsboro seeing poverty rates as high as 49%.



The overall poverty rate of residents is slightly higher than the regional average, but many people in the corridor are living close to the poverty line. 40 percent of the population in census block groups within a half-mile of TV Highway are under 200 percent of the poverty line.

There are over 30,000 jobs in this area, but 54 percent pay less than \$40,000 per year.

Mobility This corridor has less access to jobs than much of the region, and poorer transit access to major employers. However, commute burdens are on par with other parts of the region. Vehicle ownership rates are lower than the regional median, with significantly lower ownership rates in some areas.

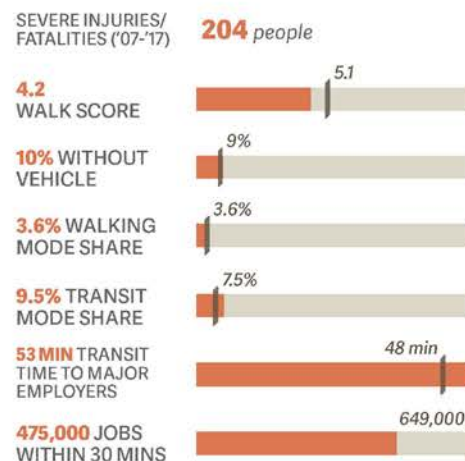
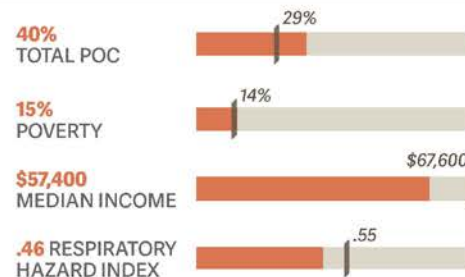
Housing While median rents are slightly lower than the regional median, rates of cost-burden among renters and homeowners are on par with the region and many low-income communities of color who live along the corridor are cost burdened at much higher rates – for example, in west Hillsboro, where 76% of renters are cost burdened.

Displacement indicators At the corridor level, displacement indicators demonstrate a mix of signals. Property values, incomes and racial diversity are increasing, though less quickly than the regional median. In some areas signals are clearer – for example, in west Hillsboro, there has been a loss in people of color by 5% to 20% between 2000 and 2017 and growth in income of up to 40%.

TV Highway Corridor

Figures in RED represent average or median conditions in the corridor.

These are compared with REGIONAL AVERAGES AND MEDIANS IN GRAY ITALIC.



Materials following this page were distributed at the meeting.

The core tenant of No More Freeways advocacy is that in a time of rampant climate change with rising Greenhouse Gas Emissions from transportation, investments in additional freeway lane capacity are counterproductive and divert resources that could fund transportation projects that reduce GHG, improve safety and reduce the cost of mobility in our region.

While we are fans of pricing roadways as a tool to advance equity and sustainability, pricing that will be used primarily to increase auto capacity fails our basic test.

Accordingly, I'd like to register No More Freeways' formal opposition to the following items on your January 20th JPACT agenda:

- Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project
- Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project

I am also attaching comments that No More Freeways has previously submitted to ODOT regarding the RMPP.



Date: September 29, 2021

To: Oregon Toll Program (ODOT)

CC: Oregon Governor Kate Brown
Portland Commissioner Jo Ann Hardesty
Multnomah County Commissioner Jessica Vega Pederson
Metro Council President Lynn Peterson
Oregon Legislature - Joint Committee on Transportation

From: Aaron Brown, No More Freeways
Chris Smith, No More Freeways
Joe Cortright, No More Freeways
Mary Peveto, Neighbors for Clean Air
Paxton Rothwell, Sunrise PDX

Subject: Comments on Regional Mobility Pricing Project draft Purpose and Need

No More Freeways PDX and our partner organizations appreciate the opportunity to comment on the Draft Purpose and Need Statement for the Regional Mobility Pricing Project. We are fans of pricing as a tool to improve the equity, sustainability and functioning of our regional transportation system.

Having said that, we have to express our extreme disappointment with ODOT's approach to pricing as expressed in this Purpose and Need Statement and in other projects.

The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.

Here are our detailed concerns:

- No More Freeways' core philosophy is that just as the use of horses for urban transportation reached a point more than a century ago where it simply could not scale, leaving cities awash in a flood of horse manure, we now have reached the point where the single-occupancy vehicle, and freeways especially, cannot scale to meet the needs of urban transportation. Our society cannot tolerate the greenhouse gas emissions, air toxics and particulates, horrendous safety impacts and long-standing inequities arising



from considering the SOV as the core of our transportation system. In addition we are simply running out of space to store and move vehicles that consume so much space to hold in most cases a single occupant.

As such, ODOT's efforts to continue expanding the freeway system in the Portland metro area are anathema to our vision of an equitable and effective transportation system. In particular we object to the "build it, then price it" approach to the projects underway for RMPP, IBR and I-205 pricing.

In all cases pricing should be considered as an **alternative** to freeway expansion, rather than being applied after construction of new facilities.

- The document is devoid of any mention of induced demand. The regional approach of inducing demand via new capacity, then seeking to manage that demand via pricing is counterproductive and will waste resources that could be better spent addressing climate, equity and the critical safety needs of ODOT's orphan highways in the region.

How revenues are spent is a critical factor in whether any pricing system is equitable. Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. Solutions that expand transit, biking and walking options are critical to both the equity and sustainability of our transportation system. Dollars spent on expanding freeway capacity have negative returns to the community.

You cannot serve two masters. Attempting to set a toll rate that funds freeway expansion projects **and** provides funding to multi-modal alternatives will result in increasing the cost of the transportation system while significantly reducing the expansion of much needed alternative options.

- The document fundamentally mis-identifies the sources of emissions from our road network. The approach in the document suggests, as made clear by one subheading that "Our transportation system must reduce greenhouse gas emissions by managing congestion."

Let's be clear. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is **traffic**, not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic¹. The misdirection in this document is a criminal deception on this point.

¹ Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds



The core metric that drives so many of the negative system impacts is Vehicle Miles Traveled (VMT). VMT drives all flavors of emissions and is also critical for safety. Crashes, injuries and deaths are proportionate to VMT. While because of its limited access nature, freeway miles are generally safer, there are no freeway-only trips. Freeway trips start and end on the local street network, where traffic deaths are now at record levels.

VMT reduction is a footnote in this document. It must become a major theme.

Transportation contributes 40% of the greenhouse gas emissions in our region, and these emissions are increasing. We must reduce VMT to curb these emissions. Electrification of the fleet will not happen quickly enough to meet national and international climate goals, and does nothing to reduce the impacts of congestion and particulate pollution from tire and brake wear.

- This proposal is freeway-centric and does not look at the whole transportation system. Both Metro² and the City of Portland³ have congestion pricing studies in progress, and this project references neither. In particular, the Metro study analyzes four approaches to pricing analyzed against Regional Transportation Plan goals and suggests that the segment tolling approach that ODOT is pursuing may not be the optimal approach. ODOT is blinded by its desire to fund the expansion of freeways and needs to be a much better regional partner.

² Metro Regional Congestion Pricing Study, Final Report July 2021
<https://oregonmetro.legistar.com/View.ashx?M=F&ID=9783574&GUID=BAC80BE1-9549-4721-806D-F1194FA9B605>

³ City of Portland Pricing Options for Equitable Mobility (POEM)
<https://www.portland.gov/transportation/planning/pricing-options-equitable-mobility-poem>

Good Day JPACT Members and Guests,

I am looking for your opinion on different way to fund additional bridges across the Columbia River without tolls. I am suggesting these different combinations to fund the transportation projects I believe we need to support our regional bi-State ports and industrial area for a stronger economy. Our ports are not working at capacity and need freeway infrastructure to and from the I-5 freeway and heavy rail that can support full port activities. The congestion that drains our economy, energy, and environment can be dealt with in a responsible ways.

I am sending information on “back of the envelope costs” using the Federal Highway Administration guideline high-end construction costs of bridge lanes \$85-\$100-million dollars a mile including access ramps. The entire project package is about \$15-billion dollars asking the FHWA to pay 70% . The local funding consisting of the value of the land, grants associated with location ports and industrial areas, bonds repaid by infrastructure impact fees, and maybe a gas tax.

I am seeking for answers to these questions, concerning funding choices and your thoughts please

(a) Bonds to fund the construction with repayment solely by the impact fee in these areas amortized over 30 years

1. Areas that receive direct and indirect infrastructure and its benefits have an impact fee assessed on the areas of Rivergate, Swan Island, Delta East/ West industrial park and Port of Portland Properties.
2. Direct freeway infrastructure into and around our ports and industrial areas will stabilize, attracted businesses, and relieve congestion
3. Swan Island moratorium on growth can be removed with a new north/south freeway access to the island.
4. The infrastructure is focused on ports and industrial areas in our region: In the both States the ports are closely align across the Columbia River from each other. In the north the St. Helen's a deepwater Port in Oregon, and ports of Woodland and Ridgefield in Washington, Port of Portland and Port of Vancouver and on the eastside of the I-5 Trade and Transportation Corridor, the Port of Troutdale in Oregon and Camas and Washougal, Washington.

(b) Fuel taxes verse a toll to fund the construction of bridges across the Columbia River.

(c) What would a mix of infrastructure impact fees and fuel taxes look like and its effects on our economy.

There are several elected officials, businesses, and citizens that do not want tolls. I believe we can prove that we do not need or want tolls on the mainline of the I-5 freeway system.

Thank you, very much look forward to hearing your views

Peace,
Sharon Nasset
503.283.9585

Paid for by Economic Transportation Alliance /Third Bridge Now.org a 501c3
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Funding for the Third Bridge Now Across the Columbia River

Funding for Third Bridge Now Specific to Project Alignment

Federal Funding

Federal funding is typically 70% on bridge / transit projects

Third Bridge Now is a bi-state freeway connecting to the I-5 interstate freeway system in Vancouver at the northern and I-5, I-405 area at the southern end constructing a bi-pass of the I-5 bridges and I-5 freeway in North Portland. The alignment connects the majority of port(s) and industrial lands in both states on one continuous freeway corridor, removes surface level freight, cut through traffic from residential neighborhood streets.

These elements of project can increase federal funding

- Providing freeway access to the I-5 freeway system from employment centers

- Connect the majority of ports and industrial areas on one corridor

- Removes Freight and Hazardous Material Route from several neighborhoods in both states

- Clean air, drive less, and safer streets

- Relieves congestion that affects the income in several states.

- The Last Mile funding for freight

- New green construction alternative opportunities

- Complete multi-modal access to our ports, industrial areas, Vancouver and Portland town centers and residential areas

Location Land Availability

Third Bridge Now alignment uses mostly vacant publicly owned land, and land inside transportation and public Right Of Way for the majority of the project. The land's value can be used as part of our local matching funds for federal dollars. Construction can start almost immediately on the public land portions. Property impact in Vancouver vacating Mill Street Extension and approximately 10 properties for the 3 entrance and exits in the Port of Vancouver area. In Oregon on Hayden Island the land is vacant Port of Portland property, 3 properties adjacent to Marine Dr and North Portland Rd. and the land between Heron Lakes golf club and the sewage plant.

Municipal Bonds

Municipal Bonds would be sold to pay for the project and repaid with an infrastructure improvement area tax. Direct access to our ports and industrial areas will raise land values, attract business, keep business, and provide businesses and citizens alike with benefits from direct freeway access and congestion relief. Currently we lose \$1.3 billion every year to congestion in Oregon, the majority within the Portland metro area.

Example is for discussion only:

- Municipal Bond – open for anyone to purchase, amortized over 30 years. Bond repaid annually with funds from infrastructure improvement area tax. Bond repayment to start the year construction is finished. The infrastructure improvement tax has levels to address current, expanded and new business and business size, local and national owned.
- Municipal Bond – open for anyone to purchase repaid with an infrastructure improvement tax on Rivergate District, Swan Island, Delta Park East/West Industrial area in Oregon. In Washington they might consider the infrastructure tax on the Port of Vancouver, Fruit Valley Rd. industrial areas, and the new waterfront residential and retail area. These areas receive new direct freeway access to the Third Bridge Now corridor and access to the I-5 freeway north and south.

Washington State

SW Washington has been paying state gas tax with a majority going to other regions in their state transportation system. Therefore the state may have a dollar amount considered for funding a project in SW Washington area. A gas tax can be countywide, region-wide, or statewide in Washington State. Three areas received direct freeway infrastructure improvements and may want to form a area tax.

A Second Alternative To Funding Additional Bridges Across The Columbia River Without Using Tolls

Fuel Tax Verses Tolls

20 gallons or units of fuel at ten cent each is \$2, with an average of 5, fills in a month is a tax of \$10.

1 gallon/unit of fuel providing 20-miles of travel for 10 cents.

The average miles driven by those that crossing the I-5 bridges is under 20-miles

A gas tax of 10 cents a gallon/unit for ten years raises \$3-billion

A gas tax of 20 cents a gallon/unit for ten years raises \$6-billion

A gas tax is 10 cents per crossing and is time limited

Tolling is to be \$8 per crossing, never be removed no time limit

In Oregon one cent on a gallon of gallon of gas as a tax in \$30-million annually. So ten cents a gallon is \$300-million annually and in 10 years is \$3-Billion. The gas / electric fuel tax can pay for our local matching funds without a toll. The toll is a loss of 40-45% off the top to the tolling company that does not enforce tolls, or contact toll evaders, however it does invades personal movement privacy, charges late fees, and moving violation for shortage in tolling accounts.

20 gallons or units of fuel at ten cent each is \$2, with an average of 5 fills in a month is a tax of \$10. The annual tax approximately \$120-\$150 for an average vehicle would be time limited. The tax can vary in amounts considering the location of some users their financial contributions to the I-5 freeway. The gas tax would be removed when the infrastructure bond was fully repaid.

Tolling is to be \$8 a day each way, never be removed, and can be used on items other than infrastructure. A person crossing the bridge to work everyday would spend \$8-\$16 a day in tolls for a work month of 20 days equally \$160 to \$320 a month in tolls and thousands of dollars annually forever.

Financial Savings Construction Location

The majority of the Third Bridge Now alignment is vacant publicly owned land providing a large savings.

New infrastructure is less expensive than interfacing with existing infrastructure

No construction flaggers congestion on the I-5 freeway,

Very little interruption or removal of existing utilities, or infrastructure using vacant land

No additional construction congestion on the I-5 freeway or major streets

The ability to use staged assembly style construction for quicker environmentally friendly construction.

Construction off sight and barging into place of bridges to contain environmental issues, and protect salmon.

Limit on sight construction impacts, congestion, and cost with off sight fabrication

The alignment being mostly in industrial areas means construction can be 24 hr without residential disruption

New alignment infrastructure needs flags only at access area of existing infrastructure speeding up construction

Parts of the project can be opened when construction is completed

Project is Zip-code Friendly

Local companies, workers, and materials will be used in all phases of the project.

Timing Now

The Third Bridge Now alignment uses mostly vacant publicly owned land and land inside the Right Of Way for the majority of the project. The land's value can be used as part of our local matching funds for federal dollars. Construction can start almost immediately on the public land portions.

This new freeway corridor would be built to current seismic standards connecting our ports and industrial areas, Portland and Vancouver's downtown areas and provide new crossings of the Willamette and Columbia Rivers.

Local Lottery

Project specific lottery and scratch-off tickets to embellish the project i.e. pedestrian and rest areas, benches and wildlife viewing amenities along alignments.

Economic Transportation Alliance / Third Bridge Now Complete Package

Back of The Envelope Cost

Port to Port Bridge Locations

1. Columbia City, OR and Caples Rd. Woodland, WA
5. Camas Washougal, WA and Troutdale, OR

Environmental Impact Statement ♦ Engineering ♦ Bridge Construction ♦ Approach Ramps

- A. Mid – level barge channel with bascule style bridge Or
- B. High – span bridge with marine clearance

High capacity, at least 3-lanes in each direction vehicle, heavy rail, bike, and pedestrian friendly capacity

Projects 1 and 5	OR	WA	Federal 75%	Totals
Columbia City OR and Caples Rd. Woodland WA	\$125 - Million	\$125 – Million	\$750-Million	\$1 - Billion
Camas Washougal WA and Troutdale OR	\$125 - Million	\$125 – Million	\$750-Million	\$1 - Billion
Subtotals	\$250 - Million	\$250 – Million	\$1- Billion \$5 - Million	\$2 - Billion

I-305 Freeway By-Pass

Environmental Impact Statement ♦ Engineering ♦ Construction ♦ Approach Ramps

Connecting to I-5 freeway in the northern Vancouver, southern Portland, and western HWY-30 Linnton

Connecting ports and industrial areas on one continuous corridor with connections to the I-5 freeway.

Two high-span bridges (Columbia and Willamette Rivers) * Viaduct * Tunnel * Freeway* Vehicle, heavy rail, and Pedestrian friendly

Project 2	OR	WA	Federal 75%	Totals
I-305 Third Bridge freeway By-pass	\$2 - Billion		\$5 – Billion	\$7 - Billion
I-305 Third Bridge freeway By-pass		\$600 – Million	\$1- Billion and \$400 - Million	\$2 - Billion
Subtotal	\$2 - Billion	\$600 – Million	\$6 – Billion and \$400 - Millions	\$9 - Billion

Upgrades to I-5 Freeway Inside Right Of Way

3. Realign I-84 and I-5 freeway entrance and interchange, realign and add deceleration lane to Morrison Bridge city center exit, and adding new exit to event center from the south off of the I-5 freeway, all inside current Right Of Way

4. Upgrades to I-5 freeway northern of I-405 freeway: Ramps refinements Rosa Parks to Lombard, full interchange Lombard, deceleration lane Columbia Blvd., and Hayden Meadows exits, bike, and pedestrian promenade upgrades to the historic Columbia River Crossing Bridges inside Right Of Way

Projects 3-4	OR	WA	Federal 85%	Totals
3. Realignment	\$45 - Million		\$255 - Million	\$300 - Million
4. Upgrades and additions inside ROW	\$60 - Million	\$15 – Million	\$425 - Million	\$500 - Million
Subtotals	\$120 - Million	\$15 – Million	\$645 - Million	\$800 - Million

Funding Amount Divisions

Three bridges across Columbia River in three port locations, one in Portland/ Vancouver over the Columbia and Willamette Rivers, I-305 By-pass, Viaduct, Tunnel, Freeway, Vehicles, Bike, and Pedestrian Friendly, connecting our ports and industrial areas to major transportation infrastructure. While removing Hazards Material Truck Routes and overflow traffic from several neighborhood streets adjacent to the I-5 and I-84 freeways in Oregon and Washington

Projects	OR	WA	Federal	Totals
1. and 5.	\$ 250 - Million	\$250 – Million	\$1 - Billion and \$500 - Million	\$ 2 - Billion
2.	\$2 - Billion	\$600 – Million	\$6 - Billion and \$400 - Million	\$ 9 - Billion
3. and 4.	\$ 120 - Million	\$ 15 - Million	\$645 - Million	\$ 800 - Million
Total	\$2,370,000 - Billion	\$865,000 - Million	\$8,565,000 - Billion	\$11,800 - Billion

Local Funding mix Grants, Infrastructure Tax Bonds, Lottery,

Project specific grants public and private, and land value can be used as local matching funds. Infrastructure Impact Taxes Zones to repay bonds. Project specific lottery and scratch-off tickets so citizens can choose what they would like to support as enhancement to the pedestrian areas and enjoy playing a game.

TRUE Congestion Relief ♦ Jobs ~ Jobs ~ Jobs ♦ Added Safety ♦ More Time ♦

Description from Northern terminus I-5 and Mill Plain in Vancouver

The proposal will construct a new by-pass freeway viaduct connecting to I-5 freeway from industrial areas, and port. The alignment vacates Mill Plain extension truck route constructing a freeway viaduct, is a bridge over the former truck route.

Connection to I-5 Freeway and local access

Freeway access to and from I-5 freeway on a viaduct crossing over I-5 freeway connecting to the Port of Vancouver and Fruit Valley Rd. industrial area west of the I-5 freeway.

Includes local access entrance / exits in three location Mill Plain and Fort Vancouver Way area, waterfront development, Port of Vancouver 4th Plain Blvd..

Construction and design

- The viaduct from the I-5 freeway to Port of Vancouver will stay at the height used to cross over I-5 and continue in grade elevation to the port access.
- The viaduct can be constructed off-site for less construction congestion and pollution.
- The viaduct can be constructed to look “like” different types of façade more than ever.... Some of the pillars could be molded a to look like giant red woods, etc....
- The viaduct’s pillars and support structures locations will minimize removal and impacts of current properties and structures.
- Existing infrastructure and utilities disruption minimized by off-site construction and keeping intact existing infrastructure when ever possible.
- Limited local access to Mill Plain and I-5 and the port so additional exits/entrances do not affect neighborhood traffic flow by cutting into them.
- Construct a viaduct as a stack bridge 4 to 6 lanes each level for less of a footprint and less cost. An example the Freemont Bridge is a stacked freeway. View a high viaduct under the Freemont Bridge at Interstate Avenue – For a comparable of a viaduct look under Mill Plain or McLoughlin and I-5 freeway, noise, size, and sight.

Land bridge connection Fort Vancouver and historic downtown.

Pedestrian and bike access from Evergreen Blvd and Fort Vancouver area across the freeway, constructing a pedestrian connector access to downtown Vancouver and the new bike and pedestrian right of way with new views of downtown Vancouver to the port’s natural areas.

Benefits of having direct freeway access to and from I-5 and the Port of Vancouver

Removes non-local truck traffic off of 4th Plain, Mill Plain, 39th, and Waterfront Ave. Removes port and industrial commerce traffic off of neighborhood streets in several neighborhoods. Reconnects uptown and downtown retail and residential areas with the sea of trucks gone and the air quality and safety issues better. Direct access to I-5 Freeway is a location benefit for the ports keeping and attracting more businesses to locate there. Removes Designated Freight and Hazardous Material Routes off of neighborhood streets and out of neighborhood between the ports and I-5. Providing 21-century freeway infrastructure west to our ports for current and future growth. The existing Mill Plain Extension and 15th street will remain the same, this viaduct is an addition to what we currently have. The older part of town can celebrate with horse drawn carriages instead of dodging freight trucks.

An Important Reason To Keep The I-5 Freeway System Toll-Free

The I-5 freeway system from Canada to Mexico carries billions of dollars of freight and millions of citizens enjoying the “free” movement of goods and services. The idea of pooling our money together to pay for our road system has always been very important. Oregon was one of the first States to have a gas tax used to up-keep the roads. The idea of toll roads and turnpikes was absolutely a freedom of movement issue and did not work for farm communities that only had cash after a crop harvest. Always having to have money in your pocket to be picked isn’t what citizens wanted then, and they don’t want it now. The I-5 freeway-mainline has never had a toll on it since the “Freeway System” went in the 1960’s as a new model to the nation. The States of California and Washington have added additional lanes to the mainline that are pay for service, however you can drive the entire transcontinental freeway and not pay a toll. The drag on the economy locally and nationally to siphon off billions of dollars by allowing a toll on the mainline of I-5 freeway would be an enormous mistake. Once Oregon puts in a toll in Portland at the I-5 bridges and the Rose Quarter every town on the freeway system would put in a toll or fee. If we have a right they would have a right to add tolling as well. The type of tolling suggested is not honest and over 40% goes to the company handling the machines and does the money transacting. They provide the machines, maintain the machines, they also take in the money, count the money, deposit the money, tell us what is our share, and have no responsibility to go after those who don’t pay the toll. If you do not know that, that is shady, you do not know accounting or business. Taking in the money, counting, deposit, and do the books, by “one/company” is not a good business model.

The losing of our freeway system and the adding of tolls by any towns along I-5 freeway are unacceptable. The Federal Highway Administration should not allow the new extremely expensive “deal” of adding in the “banking system” into transportation and financially risky tolling scheme instead of an easy pay-tab sticker. We have projects that are toll-free and lessen congestion tremendously and our community projects have been block from providing the knowledge to the public!

The public has a right to know how gas tax schedules for funding would look. A gas tax of how much per gallon amortized over 5 – 10 – 15 – 20 – 25 years?

Doing the math!

20 gallons or units of fuel at ten cent each is \$2, with an average of 5, fills in a month is a tax of \$10.

1 gallon/unit of fuel providing 20-miles of travel for 10 cents.

The average miles driven by those that crossing the I-5 bridges is under 20-miles

A gas tax of 10 cents a gallon/unit for ten years raises \$3-billion

A gas tax of 20 cents a gallon/unit for ten years raises \$6-billion

A gas tax is 10 cents per crossing and is time limited

Tolling is to be \$8 per crossing, never be removed no time limit

In Oregon one cent on a gallon of gallon of gas as a tax in \$30-million annually. So ten cents a gallon is \$300-million annually and in 10 years is \$3-Billion. The gas / electric fuel tax can pay for our local matching funds without a toll. The toll is a loss of 40-45% off the top to the tolling company that does not enforce tolls, or contact toll evaders, however it does invades personal movement privacy, charges late fees, and moving violation for shortage in tolling accounts.

20 gallons or units of fuel at ten cent each is \$2, with an average of 5 fills in a month is a tax of \$10. The annual tax approximately \$120-\$150 for an average vehicle would be time limited. The tax can vary in amounts considering the location of some users their financial contributions to the I-5 freeway. The gas tax would be removed when the infrastructure bond was fully repaid.

Tolling is to be \$8 a day each way, never be removed, and can be used on items other than infrastructure. A person crossing the bridge to work everyday would spend \$8-\$16 a day in tolls for a work month of 20 days equally \$160 to \$320 a month in tolls and thousands of dollars annually forever.

The only public meeting on tolling the CRC took place in Pendleton, Oregon

September 19 2012 the Joint Oregon Washington Transportation Commission held only one meeting concerning the CRC tolling mainline I-5 freeway, hundreds of miles away from Portland and Vancouver. Attachment 2 #19 Agenda OTC #19B CRC information tolling information

Third Bridge Now / BI-State Industrial Corridor Infrastructure Definition

Modeling of a freeway 8-lanes, 50-60mph, high spanned non-lift, high capacity interchanges northern end starting at I-5 freeway and Mill Plain, Port of Vancouver, Hayden Island, Marine Dr. corridor, Columbia Blvd. corridor, Swan Island, I-405, I-84 freeway, I-5 freeway south, Rivergate, and HWY-30. Connecting to I-5 freeway in Washington and to the I-5 freeway in Oregon at the southern end, constructing an I-305 by-pass of the I-5 freeway and bridges. The by-pass connects our ports and industrial lands on one continuous industrial sized freeway corridor approximately one-mile from the I-5 freeway inside of the I-5 Trade Corridor. Full Multi- modal High capacity vehicle, heavy rail, bike, and pedestrian friendly capacity

<http://www.thirdbridgenow.com/returnTrip3.swf>

Highway Type Hourly Lane Capacity

Freeway 2,000 - 2,220

Principal Arterial 900 - 1,200

Minor Arterial 700 - 1,000

Major Collector 600 - 800

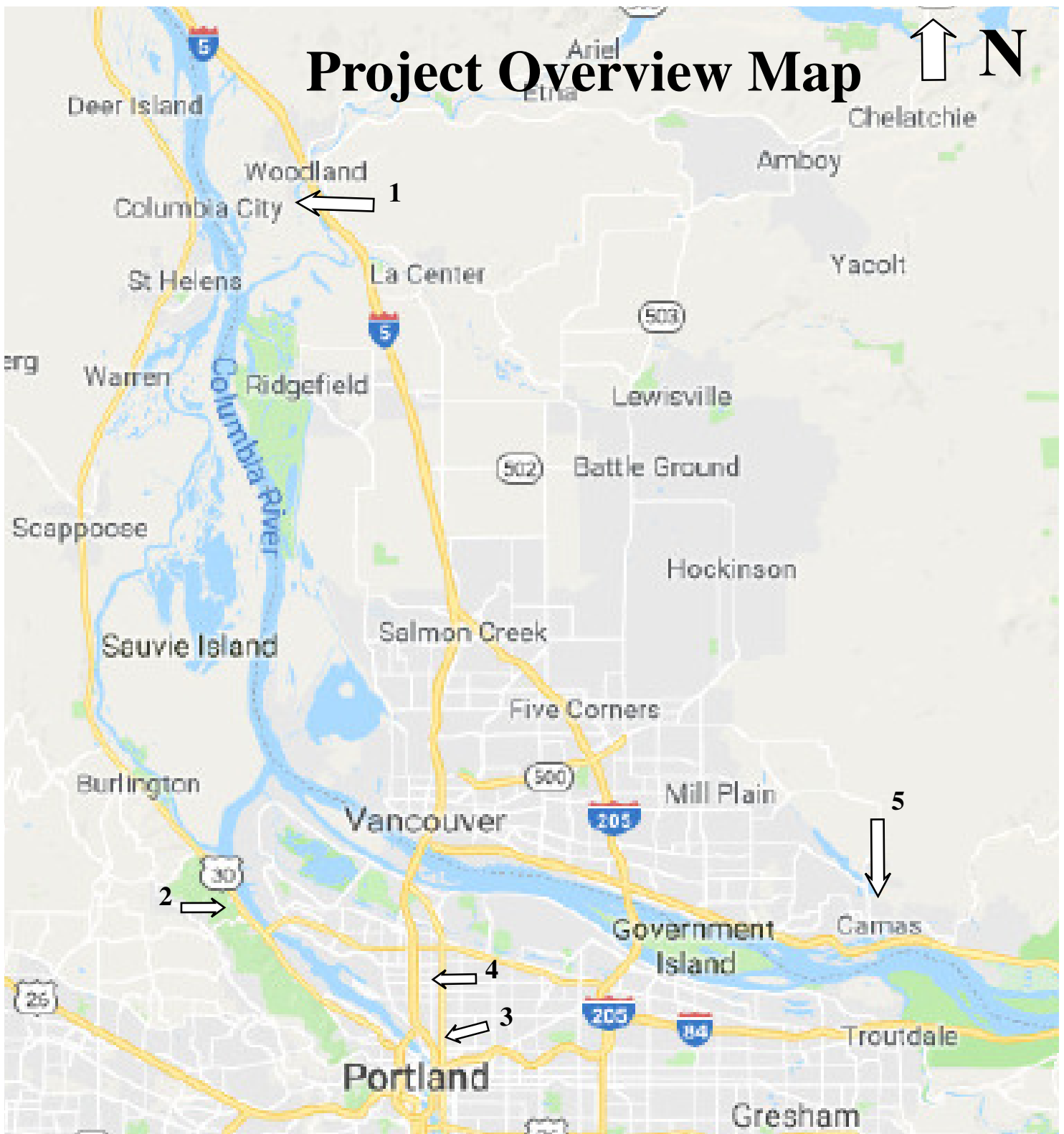
Minor Collector 450 - 650

Local 300 - 500

Adopted from FHWA Guidelines

Level Of Service (LOS)

Project Overview Map



1. Columbia City OR and Caples Rd. Woodland WA
2. I-305 By-pass freeway connects to I-5 freeway in Washington and Oregon
3. Realigns I-84 and I-5 interchanges and adds additional access inside Right Of Way
4. Upgrades to I-5 freeway inside Right Of Way
5. Camas Washougal WA and Troutdale OR

*Numbering for identification only

Large Number of Potential Users

Average Daily
Traffic:
195,000

Third Bridge Now will
lessen truck traffic in the
Residential Neighborhoods
between I-5 and the ports in
Oregon and Washington



Figure 2
Existing Traffic Flows

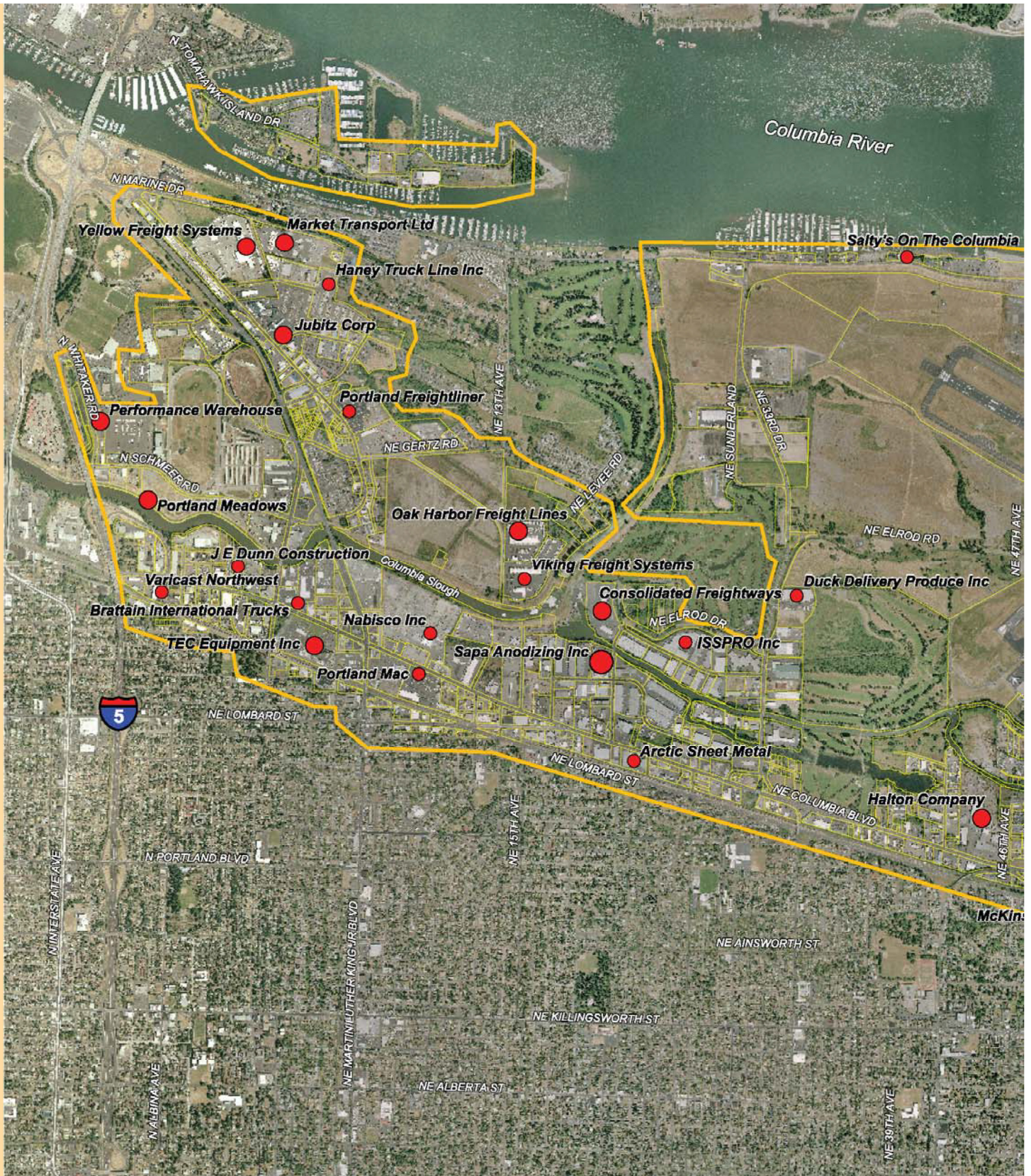
Third Bridge Corridor Preliminary Benefit Analysis

Rivergate District



Third Bridge Now Freeway Crossing the Willamette River





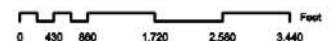
Airport District

Employment

- 100 - 249 Employees
- 250 - 499 Employees
- 500+ Employees

Site Boundary

Inventory Area Boundary





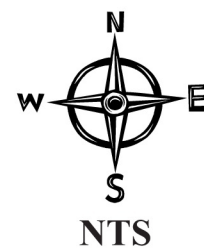
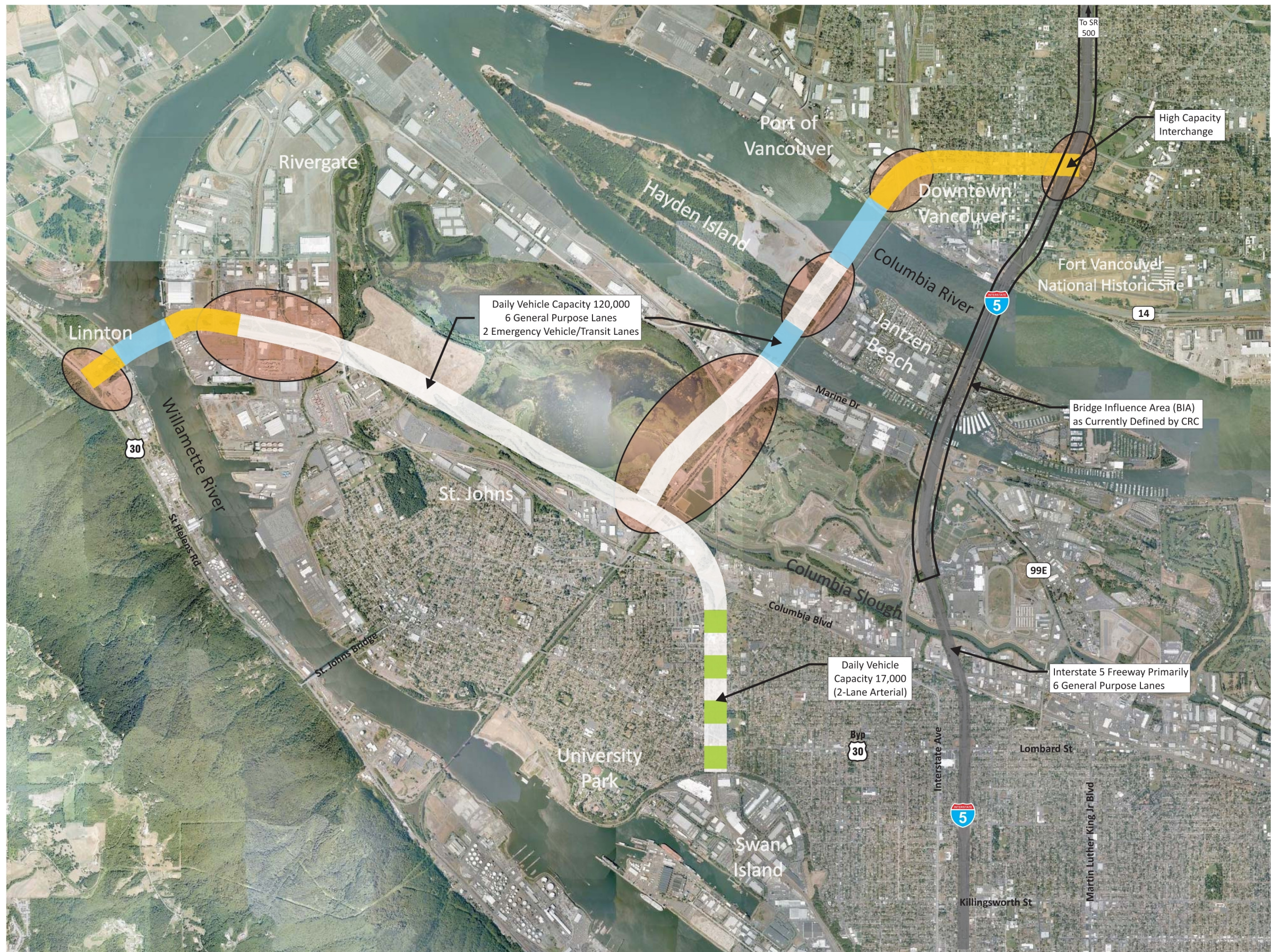
Information Sources:
 - Facilities - Bureau of Planning, based on employment data by Inside Prospects (2003), supplemented by InfoUSA data (2003) and Bureau of Planning field inspection (2004). Utility and public facilities also include unoccupied sites in corresponding ownership. Bureau of Planning identified freight terminal and heavy industrial sites from use and scale characteristics.
 - Railroads - Metro from 2000 Regional Transportation Plan.
 - Truck Streets - Portland Office of Transportation from Transportation System Plan (2002).
 - Information sources and methodology are described further in Chapter 3.

Investing in Portland's Future

PDC
 PORTLAND DEVELOPMENT COMMISSION



CITY OF PORTLAND, OREGON
 BUREAU OF
Planning



Downtown Vancouver

- Improved freight access
- Reduced freight travel on surface streets
- High capacity access to I-5
- High Elevation Bridge - Further from PDX flight path
- Greatly reduced impact to Fort Vancouver National Historic Site

Hayden Island

- Improved freight access
- Separation of industrial traffic from residential/commercial traffic
- Improved non-motorized access to Hayden Island and between Vancouver and Portland
- Greatly reduced impact to commercial sites

St. Johns

- Separation of industrial traffic from residential traffic
- Reduction in industrial traffic on St. Johns Bridge

Swan Island

- Improved freight access to I-5
- Provides second vehicular access

LEGEND	
	Tunnel
	Freeway
	Bridge
	Viaduct
	Interchange

Figure 1

Third Bridge Corridor Conceptual Layout
Third Bridge Corridor Preliminary Benefit Analysis

New Freeway Corridor By-Pass

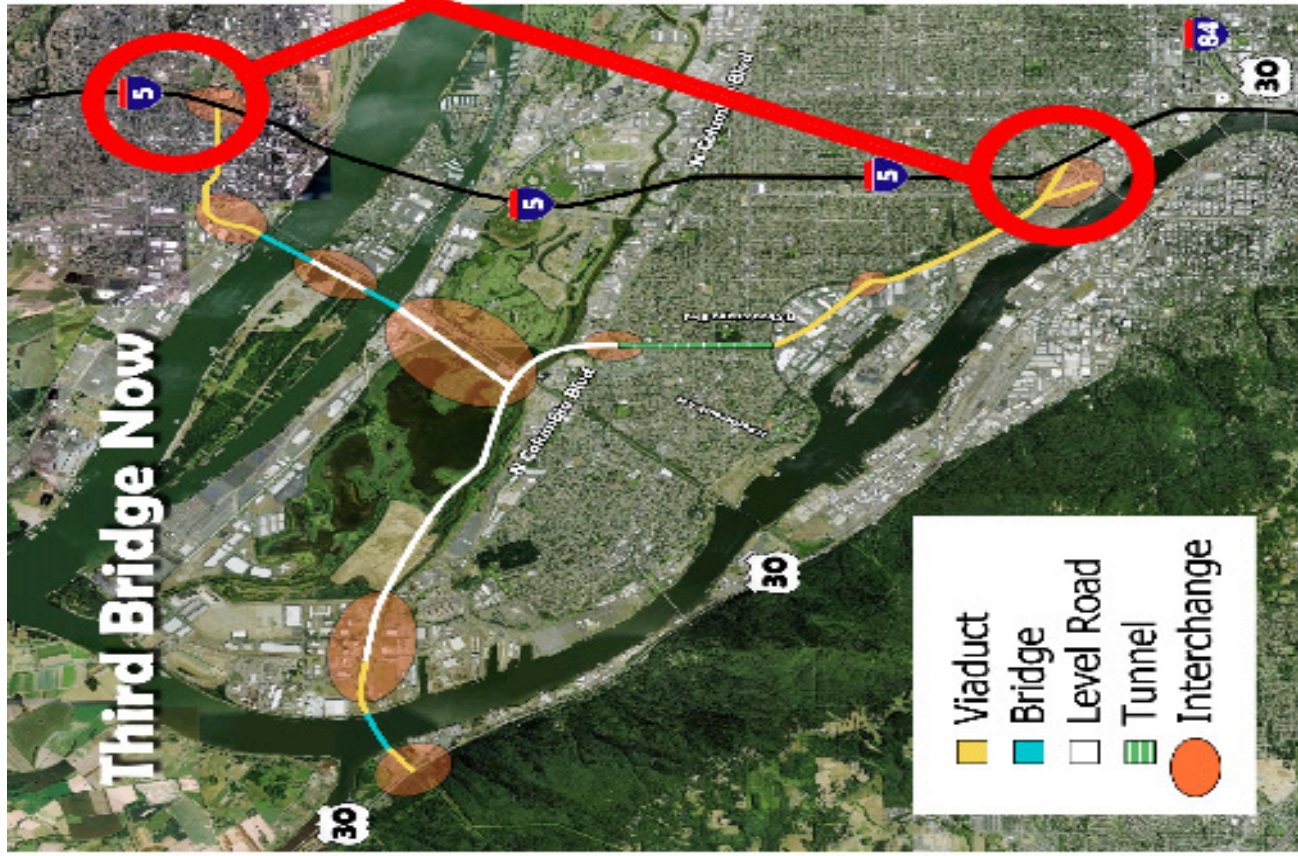
Connections to Existing Infrastructure

Vancouver Washington

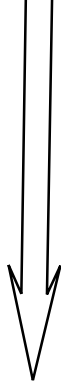
- I-5 Freeway
- Mill Plain Extension
- Vancouver Waterfront area
- Port of Vancouver
- Fruit Valley Rd industrial area

Portland Oregon

- West Hayden Island
- Jantzen Beach Dr.
- Marine Dr. Corridor
- Columbia Blvd. Corridor
- Port Portland
- Terminals,
- Rivergate Industrial Area
- St Johns
- North Portland
- Swan Island
- Greeley and I-5 freeway
- Freemont Bridge I-405
- Linnton
- Hwy-30 St Helen's west



Into the Ports
And Out of the
Neighborhoods
I-305 By-Pass



**Removes Traffic
from the I-5 Bridges,
Freeway, and
Neighborhood
Streets Connects
Employment Centers
on one Continuous**

**This Adds
Infrastructure!**

- Department ▾
- About Us
- Contact Us
- Press Releases
- Region 1 Projects
- Transportation Links
- TripCheck
- Weekly Construction News
- Region 1 Home

Interstate Bridges Electrical Upgrade



Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew. This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.

ODOT Contact Information

To request a return call or more information call: 503.731.3244
TTY: 1.800.735.2900
(during weekday business hours)
To report after hours issues requiring immediate attention call: 503.412.2353
Recorded construction information is available by calling: 503.223.0066

Why Third Bridge Now Is the Right Location!



Location at the BNSF rail bridge is perfect to accomplish all three recommendations from previous studies

1. Adding road and bridge capacity in a strategic location

The “Port to Port Connection”

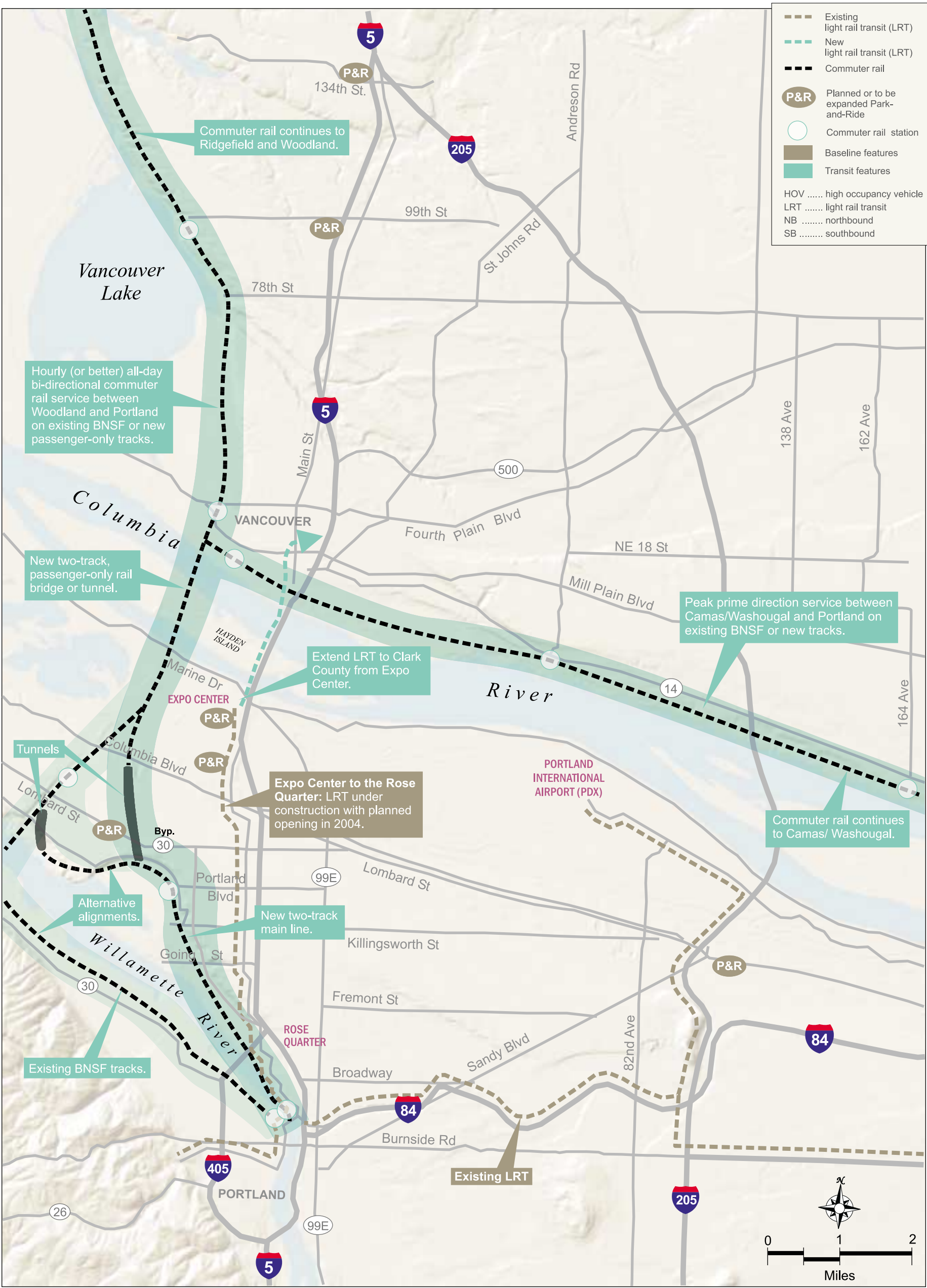
2. A new commuter rail line from Ridgefield to the Rose Quarters adds capacity for transit and rail freight. A new heavy rail bridge and road bridge can be combine at this location for less piers in the water, easy of construction and cost.

Rail and Port to Port Connection combines

3. Transit in this location receives extra funding for going into employment centers and added road capacity provides the opportunity for more buses that can directly loop into employment center for more access and attracts rides.

Transit to Major Employment Centers



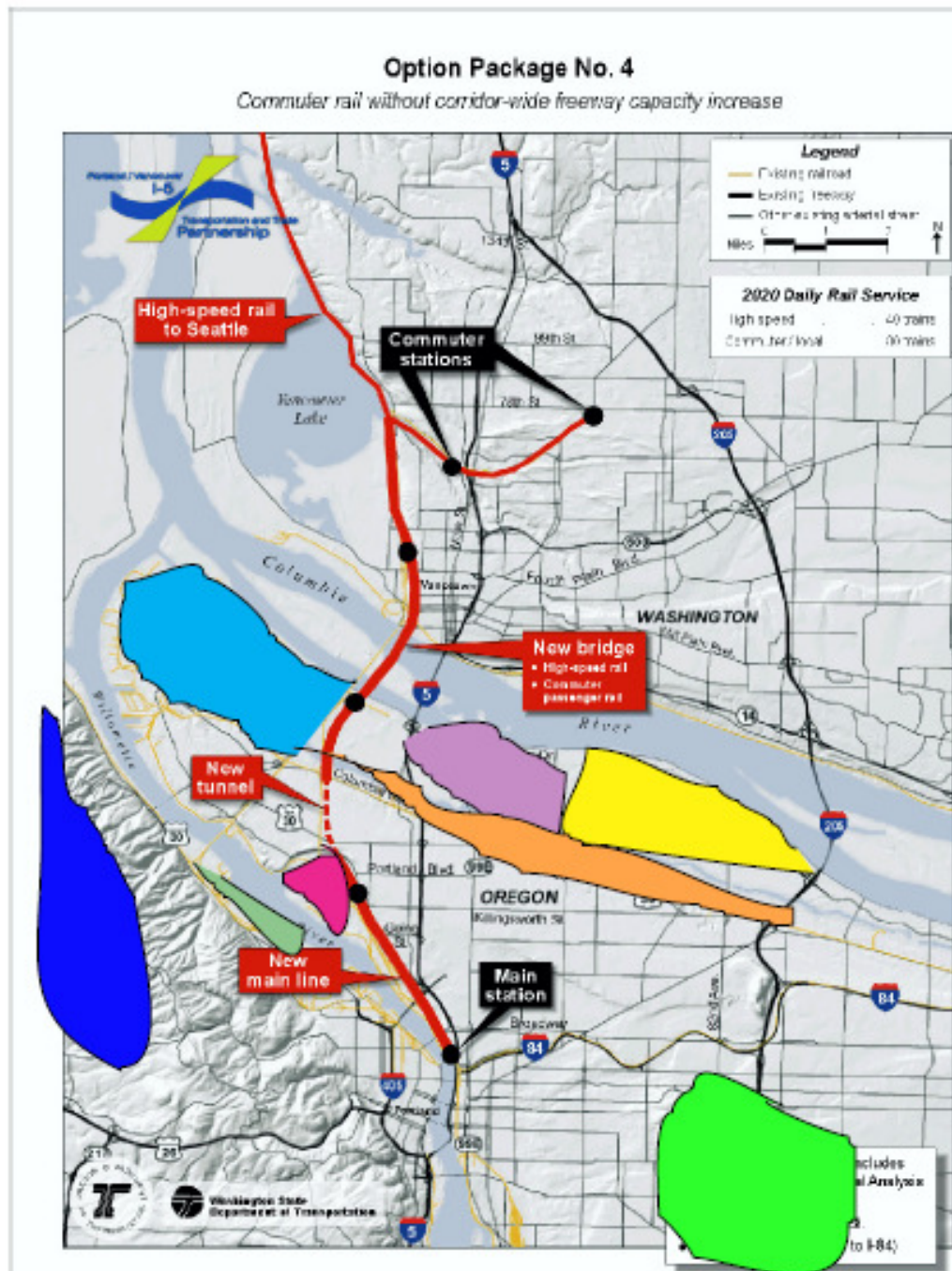


- Projected ridership analysis may create a need to increase capacity of LRT Park-and-Ride facilities
- Increased feeder bus service to be implemented to support commuter rail system at Park-and-Ride lots and commuter rail stations

Fig. 2-1. Features.

One Hop Stop Bus Routes

From Residential Areas to Specific Employment Center



Transit issues

Downtown centered not employment centers ~ does not work

From the residential areas into specific employment centers (one hop stops) ~ does work
24~ bus service on main streets again, return to “the night owl run”

Express bus into employment centers (with few drop/pick-up)

Drop off issues (CTRAN ~ Tri Met) sharing the routes

Work with employers to provide transfers from bus stops to large companies sometimes several blocks in size on each property to access buildings in industrial areas.

Dec 2021 fatal crash report

Clackamas, Multnomah and Washington Counties*

Ciera Summer Cannon, 31, driving, Hwy 212, Clackamas, 12/27

Unidentified, skateboarding (hit and run), N Interstate Ave & N Mississippi, Portland, Multnomah, 12/25

Vivian Gale Phillips, 70, walking, NE Fremont, Portland, Multnomah, 12/21

Jessie R. Ugelstad, 27 & Steven C. Alcorn Jr., 36, driving, (speed involved), Lombard St., Multnomah, 12/16

Bryan Ross Shore, 68, driving, SE Burnside & SE Powell, Multnomah, 12/11

Terrence Tomb, 27, pedestrian (in tent), near I-205 on-ramp, Multnomah, 12/5

James Ross Barclay, 67, driving, Hwy 213, Clackamas, 12/4

Vycheslav Skobilev, 42, walking, NE Halsey St, Gresham, Multnomah, 11/29

Laurie D. Lawyer, 56, walking, N Going St. and Interstate, Portland, Multnomah, 11/5



**ODOT preliminary fatal crash report and news reports, as of 12/28/21*



2021-22 Unified Planning Work Program Amendments

JPACT, January 20, 2022

John Mermin, Metro

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Amendment Process

- December 3 TPAC Informational
- December 16 JPACT Informational
- January 7 TPAC action
- January 20 JPACT Action
- January 20 Metro Council Action



Sunrise Corridor Community Visioning Project



Project Overview

The Sunrise Gateway Corridor is one of the most essential transportation routes in Oregon and provides freight access between I-205 and U.S. 25.

Operating as an essential economic hub in Clackamas County, the area is projected to double in residential population over the next 20 years.

Current congestion, dangerous intersections, and a lack of bike and pedestrian facilities create an unsafe environment for all users.



Project Overview

This project will launch vigorous community engagement to assist in the production of an equitable development plan for the corridor. The goal is to help guide existing and future:

- Transportation
- Housing
- Business
- Other investments



Project Purpose

What is this project designed to do?

- Build a common vision for the future of the corridor
- Prioritize engagement with those who've historically been left out of the public process
- Find ways to optimize land use designations to support housing options and job creation



Project Purpose

What is this project designed to do?

- Protect current residents by developing an anti-displacement strategy
- Identify barriers and develop solutions for improving community health
- Modernize the Transportation Vision for the corridor by understanding community needs and getting feedback on the draft concept.



I-5 Boone Bridge and Seismic Improvement Project

Joint Policy Advisory Committee on
Transportation
January 20, 2022



Background

- **2018:**
 - **July:** I-5 Wilsonville Facility Plan recommends improvements
(added to 2018 RTP)
- **2019:**
 - **July:** ODOT receives direction from Oregon Legislature
 - **August:** OTC allocates \$300K
 - **January:** ODOT delivers report to Oregon Legislature
- **2021**
 - **March:** OTC allocates \$3.7M
 - **September:** HB3055 passes and provides financing options



Regional Coordination

- **2018-21 STIP** - I-5: Boone Bridge Widening & Seismic Retrofit Study (\$4M)
- **2018 RTP Financially Constrained** - I-5
Southbound: Wilsonville Rd to Wilsonville-Hubbard Hwy (\$80M)
- **FY21-22 UPWP** – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study (\$0)
 - Amendment: Update description and add funds

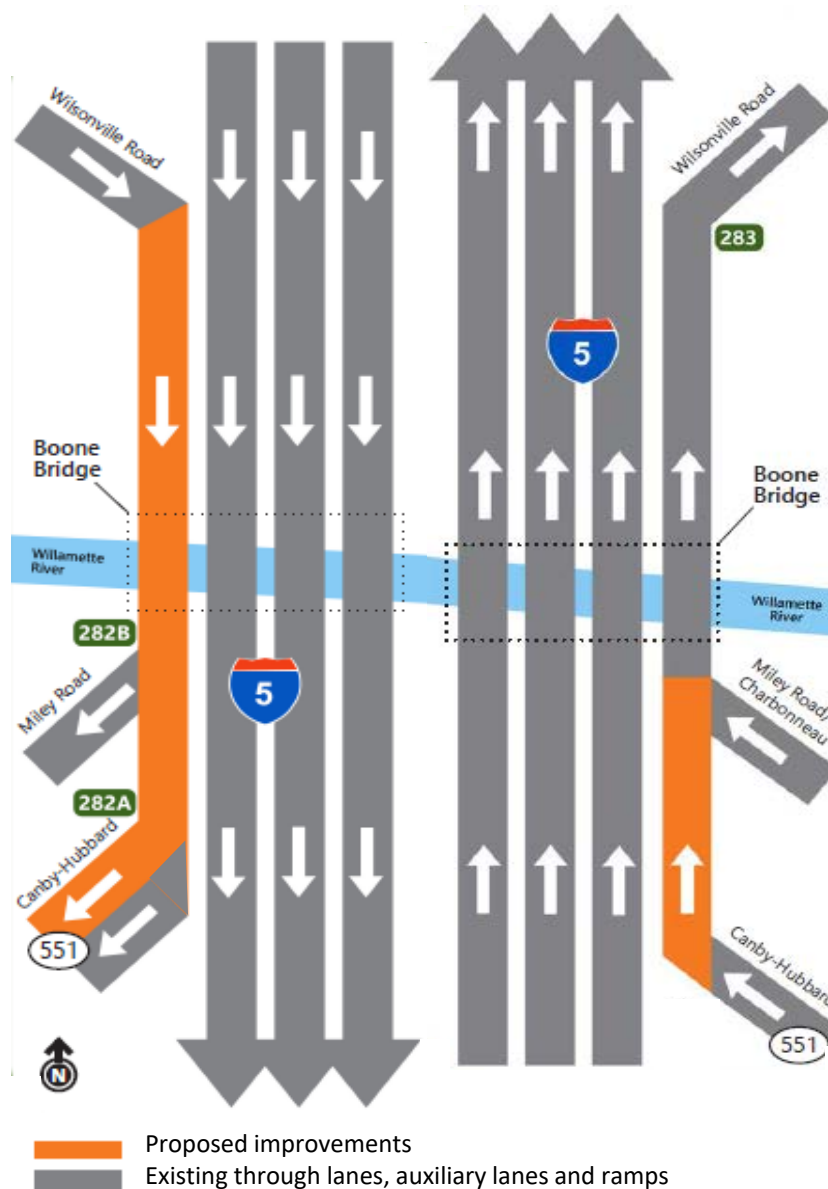


Project Description

- **Seismically resilient bridge** to withstand a major earthquake
- **Variable rate tolls** to manage congestion and generate revenue for the project
- **Auxiliary lanes** on I-5 northbound and southbound and associated **interchange improvements** to enhance safety



Oregon Department of Transportation





Planning Activities Completed

- Developed existing conditions
- Prepared preliminary geotechnical analysis
- Completed preliminary seismic analysis
- Identified geologic hazards
- Developed preliminary geotechnical parameters
- Prepared conceptual-level recommendations
- Developed conceptual design, structural analysis, construction staging concept development, and construction access
- Identified project constraints and risks
- Developed environmental project prospectus



Next Steps

- Complete planning phase activities
 - Determine bicycle and pedestrian access
 - Update traffic analysis with tolling assumptions
 - Conduct stakeholder engagement
 - Develop and integrate equity framework
 - Advance seismic design
 - Refine cost estimate range



Questions or comments?

Vanessa Vissar

ODOT Region 1

Strategic Initiative Advisor

vanessa.vissar@odot.oregon.gov

(971) 804-2765

Regional Mobility Pricing Project

Unified Planning Work Program (UPWP) Amendment

Presenters:

Garet Prior (he/him)

January 20, 2022

Regional Mobility Pricing Project



Equity



Climate
Change



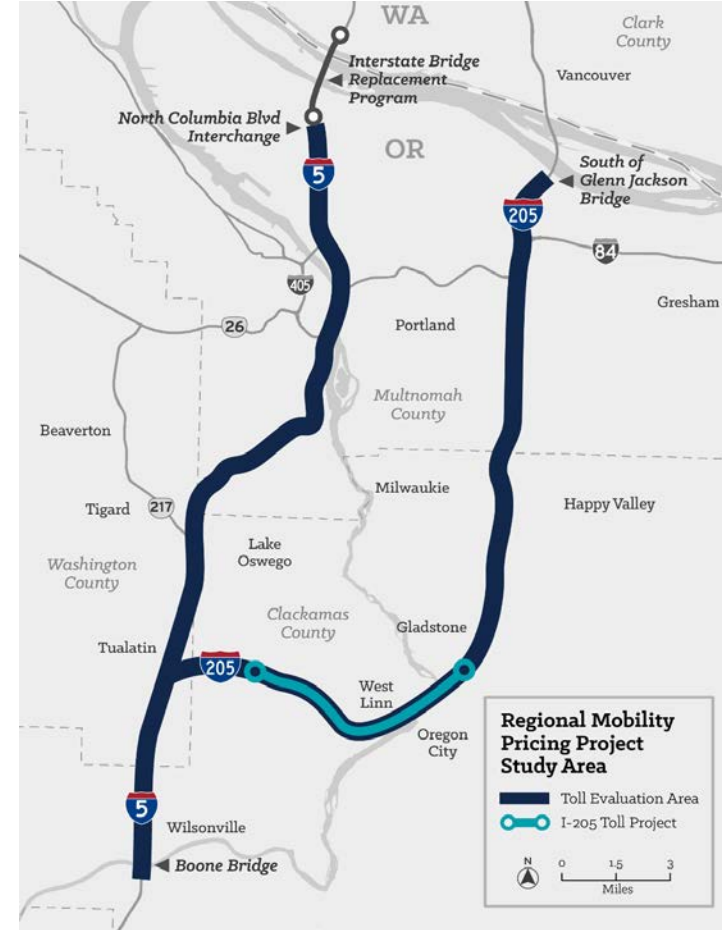
Congestion



Safety



Reliable
Funding



Oregon Toll Program

www.OregonTolling.org

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When will it start? 2025 at the earliest



August 17, 2020 | 20

Oregon Toll Program

www.OregonTolling.org

Developing toll scenarios for I-5 and I-205



- Where are tolls located?
- What is the toll rate for vehicle types?
- What is the toll rate at a certain time of day?



Oregon Toll Program

www.OregonTolling.org

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Please contact us with your questions

Garet Prior, ODOT Toll Policy Manager

Garet.Prior@odot.state.or.us

503.396.2588



Oregon Toll Program

www.OregonTolling.org

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I-205 Toll Project: Regional Transportation Plan (RTP) Amendment

JPACT

Presenters:

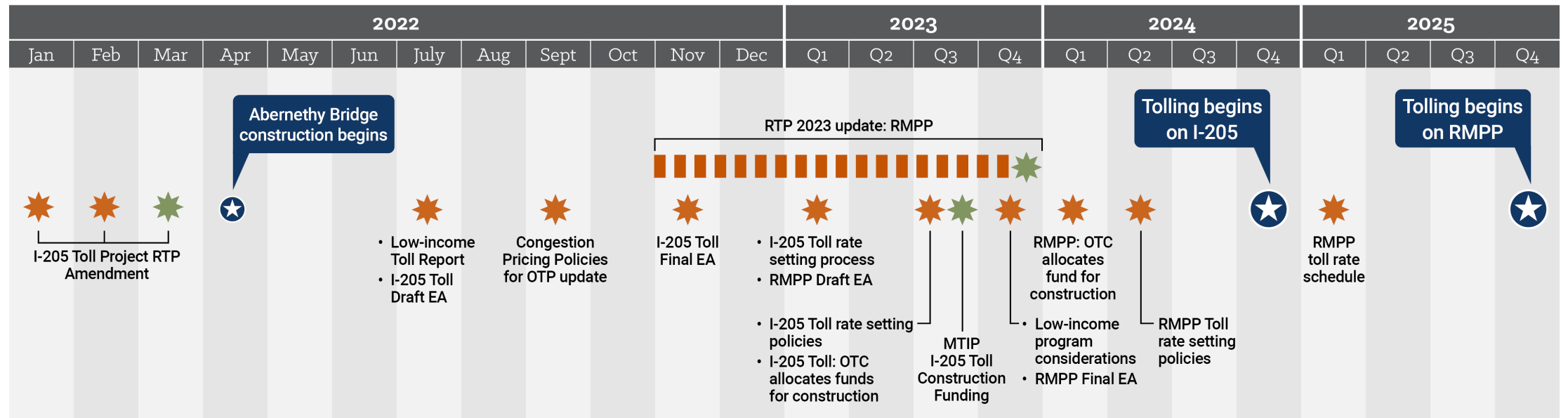
Mandy Putney (she/her)

Brendan Finn (he/him)

January 20, 2022

This is not your last opportunity to comment on the I-205 Toll Project. It is only the start.

Metro/JPACT Engagement Opportunities



LEGEND

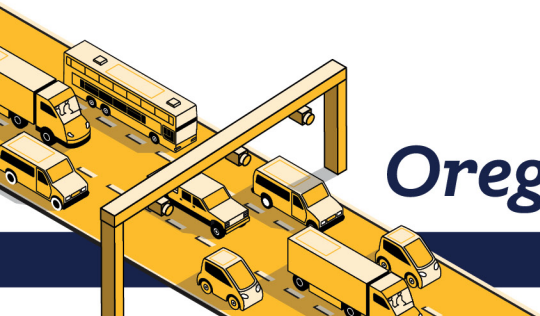
★ Engagement milestone with Metro

★ Metro formal action

Oregon Toll Program

ODOT Commitments

- Incorporate Equity Framework developed by Equity and Mobility Advisory Committee
- Determine multimodal mitigation projects and timeline in cooperation with local jurisdictions and transit
- Develop and implement diversion monitoring program by end of 2024 and before I-205 Tolls are collected
- Continue to share analysis and information as it is updated
- Engage partners as tolling program policies are developed, including
 - Income based toll rates
 - Oregon Highway Plan/Oregon Transportation Plan updates
 - Ongoing updates on toll rate setting process, including other toll discounts
- Collaborate with transit agencies and local jurisdictions to identify transit and multimodal solutions
- Continue to develop a project that supports climate change goals through emission reductions



Oregon Toll Program

What does this amendment fund?

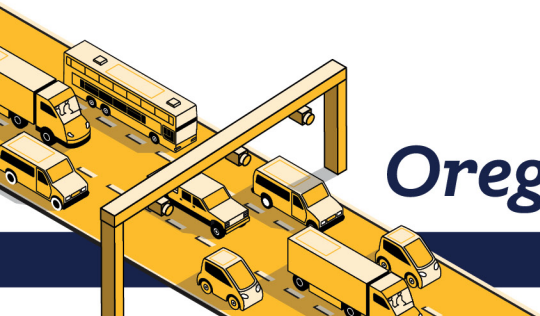
- Continue planning for tolling implementation in Oregon
- Conduct inclusive, equitable community engagement
- Further analysis on diversion and potential mitigation for impacts
- Develop potential multimodal strategies
- Develop low-income toll rate strategies
- Complete Environmental Assessment with partner agency and public input and engagement
- Develop the tolling gantries preliminary design for I-205
- Conduct traffic and revenue study to understand funding potential and schedule for construction of I-205 improvements



Oregon Toll Program

Why is the I-205 Toll Project advancing before RMPP?

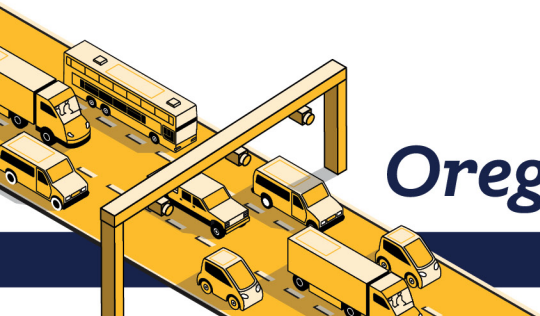
- Construction of the I-205 Improvements Project begins this year and toll revenue is needed to complete the full project
- Federal approval for the I-205 Toll Project is needed to keep the I-205 Improvements Project on schedule
- The I-205 Toll Environmental Assessment is already underway; RMPP requires additional analysis and planning before starting NEPA and additional time for the final US DOT decision.



Oregon Toll Program

What happens if we delay the I-205 Toll Project?

- Inability to reduce congestion, or improve reliability and safety because I-205 Improvements Project will not be implemented
- I-205 Improvement costs increase, likely resulting in a higher toll



Oregon Toll Program

Information you will receive with the I-205 Toll Project Environmental Assessment

Congestion

Travel time

Diversion

Safety

Freight

Vehicle Miles
Traveled
(VMT)

GHG
emissions and
air quality

Business
impacts

Toll rate and
revenue
estimate

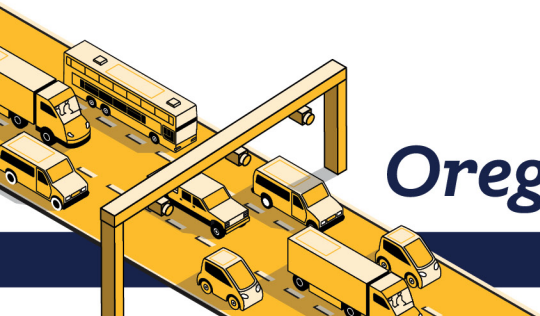
Income based
toll rates



Oregon Toll Program

Toll & Invest vs. Doing Nothing

- **Hours of congestion: reduced** from over half the day to about two hours
- Improved freight reliability valued at **\$3.9 million** annually
- Over **50% decrease** in **PM northbound travel time** and about **25% decrease** in **AM southbound travel time** on I-205
- About **40% decrease** in **average freight travel time**
- Diversion: Our initial analysis shows **very little diversion during the morning and evening commutes**, but more analysis is needed to fully understand the impacts



Oregon Toll Program 1/20/2022

Preliminary data; subject to change



Toll & Invest vs. Doing Nothing

2018 RTP Priority Policy Outcomes	
Equity	Safety
Increased accessibility to jobs, community places and medical facilities for Equity Framework communities	Decreased crashes at 27 intersections
Impacts to low-income drivers mitigated via income-based toll policy and transportation options	Fewer crashes on most corridors

Preliminary data; subject to change

1/20/2022

2018 RTP Priority Policy Outcomes

Climate

VMT decreases by 129,500 vehicle miles

Decreased GHG emissions by 19,300 metric tons/year

Decreased energy consumption by 200,200 mmBtu/year

Congestion

Decreased travel times for I-205 and some arterial corridors [For example, over 14 min (53%) saved NB PM on I-205, 9 min (51%) on Borland Rd EB in PM, 4 min (16%) on OR 43 SB in PM, & 4 min (12%) on OR 99E NB in AM]

Travel time variability for I-205 reduced from 12 minutes to 4 minutes for NB PM peak, improving reliability of trip time by 133%

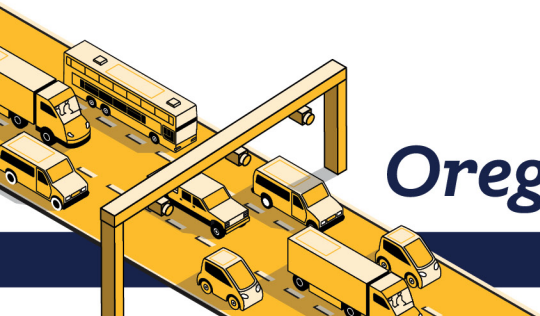
Annual freight cost savings of \$3.9 million (discounted) due to improved reliability

Preliminary data; subject to change

1/20/2022

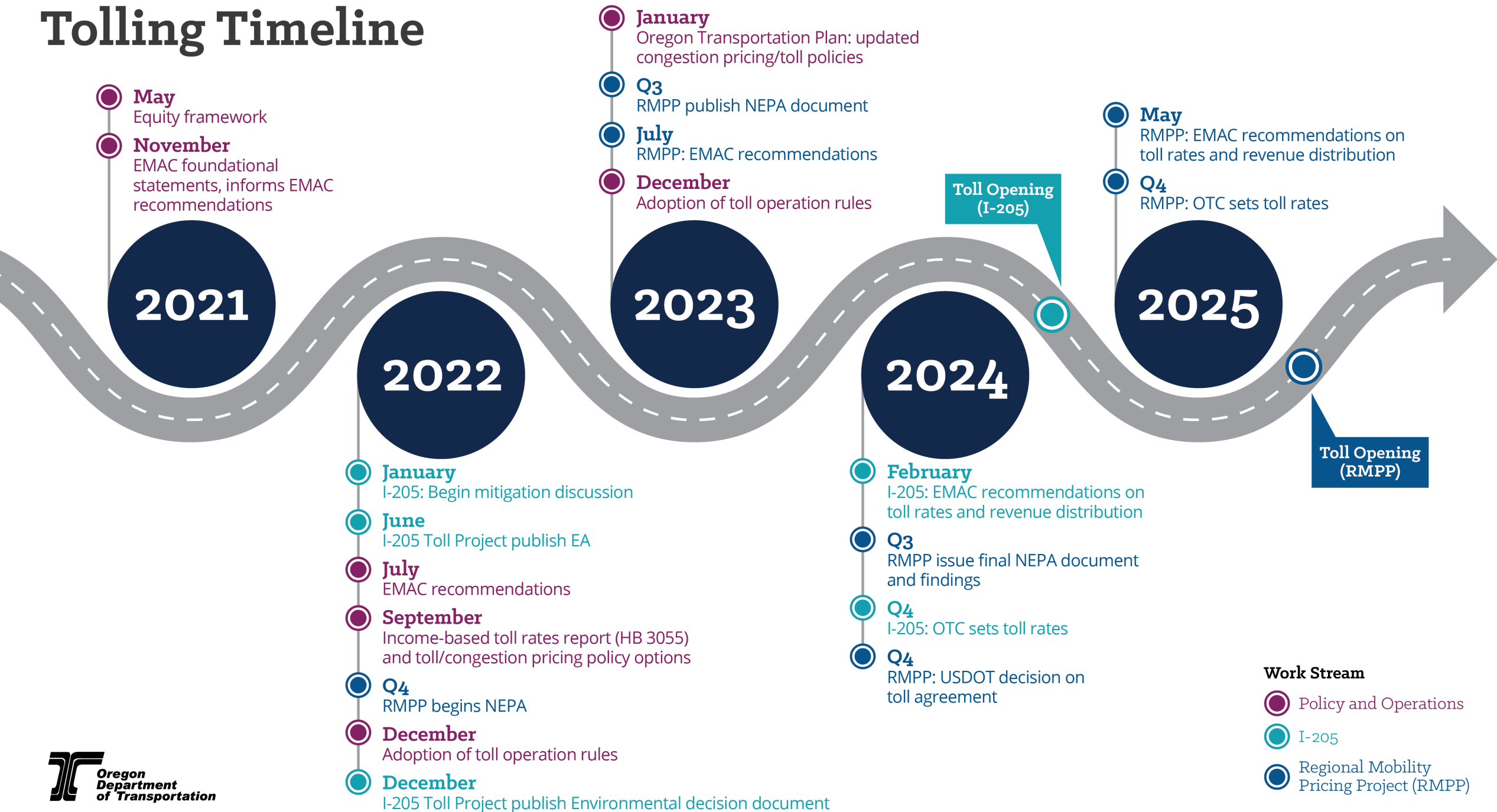
What's next?

- Coordinating with people who are most impacted, the Equity and Mobility Advisory Committee, and transit service and transportation option providers to **identify mitigation measures to offset potential impacts**
- Mitigation measures and the full analysis is published for public comments as a **draft Environmental Assessment in June-July 2022**
- Income based toll setting draft report available for review summer 2022



Oregon Toll Program

Tolling Timeline



Please contact us with your questions

Mandy Putney, Urban Mobility Office Director of Strategic Initiatives

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503.720.4843



Brendan Finn, ODOT Urban Mobility Office Director

Brendan.C.FINN@odot.state.or.us
503.348.1991



Oregon Toll Program