



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Tuesday, February 15, 2022

10:30 AM

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

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

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

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

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4PM the day before the meeting will be provided to the council prior to the meeting.

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

3. Consent Agenda

- 3.1 Consideration of the January 13, 2022 Council Meeting Minutes

[22-5654](#)

Attachments: [011322c Minutes](#)

- 3.2 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-JAN2) [RES 22-5241](#)

Attachments: [Resolution No. 22-5241](#)
[Exhibit A](#)
[Staff Report](#)

- 3.3 Resolution No. 22-5246, For the Purpose of Reappointing a Member of the Metro Affordable Housing Bond Community Oversight Committee [RES 22-5246](#)

Attachments: [Resolution No. 22-5246](#)
[Staff Report](#)

4. Ordinances (Second Reading)

- 4.1 Ordinance No. 22-1474, For the Purpose of Annexing to the Metro District Boundary Approximately 21.41 Acres Located Generally West of SW Stafford Road and North of SW Frog Pond Lane in the Frog Pond Area of Wilsonville [ORD 22-1474](#)

Presenter(s): Tim O'Brien (he/him), Metro

Attachments: [Ordinance No. 22-1474](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn to Work Session

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

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<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
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Agenda Item No. 3.1

Consideration of the January 13, 2022 Council Meeting Minutes

Consent Agenda

Metro Council Meeting
Tuesday, February 15, 2022

Metro

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



Metro

Minutes

Thursday, January 13, 2022

10:30 AM

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

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council meeting to order at 10:31 a.m.

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

2. Public Communication

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

There was none.

3. Consent Agenda

Council President Peterson called for a motion to approve the Consent Agenda.

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

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

3.1 Considerations of the Council Meeting Minutes for the December 2, 2021 Meeting.

3.2 Considerations of the Council Meeting Minutes for the December 14, 2021 Meeting.

3.3 Resolution No. 21-5230, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Amend Four Projects Impacting Oregon Department of Transportation (ODOT) Allowing Federal Approvals and Phase Obligations to be Approved

4. Resolutions

4.1 Resolution No. 21-5228, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction

Manager/General Contractor Services by Competitive Request for
Proposals for Demolition of Blue Lake Park Fishing Pier

Council President Peterson recessed the meeting of the Metro Council and convened the Metro Contract Review Board then called on Brent Shelby (he/him) and Julie Hoffman (she/her) to introduce the resolution.

Julie Hoffman explained that procurement services recommends a values based procurement method as opposed to a low-bid method and asked the Metro Contract Review Board to approve them by using an RFP for the Blue Lake Park Fishing Pier demolition project.

Council Discussion:

Councilor Craddick asked if the design for the pier has already decided.

Julie explained that the intent of the RFP is just to demolish as the redesign will happen in another phase.

Councilor Rosenthal asked staff about the design phase and about the resolution's language.

Brent explained that the replacement pier design will be a part of the larger park design.

Councilor Hwang asked if the RFP has already been created and how much weight is put to different variables.

Julie responded to Councilor Hwang's question by describing the RFP.

Councilor Rosenthal expressed concern with some of the language used in the resolution.

A motion was made by Councilor Rosenthal, seconded by

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

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

4.1.1 Public Hearing for Resolution No. 21-5228

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 21-5228.

There was none.

Council President Peterson adjourned the Metro Contract Review Board and re-convened the meeting of the Metro Council.

4.2 Resolution No. 22-5232, For the Purpose of Adopting 2022 Federal and State Legislative Agendas

Council President Peterson called on Tyler Frisbee (she/her) and Anneliese Koehler (she/her) to present to Council.

Tyler explained that this is their third time in front of Council on these two legislative agendas and gave background information on the history of Council’s discussions on these agendas.

Anneliese discussed the state legislative agenda, highlighting critical leadership retirements in the state, updates to the bottle bill, a bill that looks to provide support for venues across the state, and opposition to a state land use bill.

Council Discussion:

Councilor Craddick ask staff if a shift in legal hunting ammunition is still part of Metro’s goals within state legislation and explained that condors could be flying in Oregon within the next 10 years.

Councilor Lewis responded to Councilor Craddick by explaining that Metro staff is currently moving forward with seeking funding.

Councilor Rosenthal asked staff about specifics around removing existing restrictions when it comes to taxation authority, if Metro has considered adding a goal to support legislative efforts to support recycling, if Metro can exceed state transportation guidelines on greenhouse gas reductions, about use of the word keystone species, if Metro has considered using the term universal equity, and if language around fleet electrification can be used instead of just targeting diesel emissions.

Tyler expressed that the legislative work is grounded in Metro's racial equity strategy which is rooted in targeted universalism and that Metro's Climate Smart strategy supports electrification and alternative fuels.

Councilor Gonzalez asked who can influence how money being sent to ODOT is spent and asked about Metro's legislative strategy.

Tyler and Anneliese explained that the state legislature can direct ODOT to prioritize certain projects and briefly described Metro's legislative plans.

Councilor Rosenthal asked about the resolution amendment process.

Councilor Lewis explained to Council that this is a short session agenda and that most bills that will be introduced have already been drafted.

Councilor Craddick asked staff when work around drafting legislative concepts begins.

Anneliese responded to Councilor Craddick by explaining that while work is always ongoing she anticipates the work to ramp up in the summer.

Councilor Lewis recognized and supported Anneliese for this being her first full session as lead lobbyist for Metro and asked for a work session in July to continue this conversation with Council.

Councilor Hwang asked staff how much community was engaged when developing these priorities.

Tyler and Anneliese explained that there was support and appreciation from community organizations and leaders but Metro did not receive a lot of specific feedback.

Councilor Craddick asked staff about the engagement process with cities.

Anneliese and Tyler described the ranges of engagement with different regional government partners.

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

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

- 4.3 Resolution No. 22-5238, For the Purpose of Authorizing the Chief Operating Officer to Execute Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties to Implement the Metro Supportive Housing Services Program

Council President Peterson called on Kristin Dennis (she/her), Shane Abma (he/him), and Patricia Rojas

(she/her) to present to Council.

Staff pulled up *Resolution No. 22-5238 Presentation PowerPoint*

Patricia and Kristin introduced the Supportive Housing Services IGA, then explained key measures of success in a 10 year program, that Supportive Housing Services is regional system to serve people, the intergovernmental agreement, oversight and accountability, financial terms, and progress made so far.

Council Discussion

Councilor Nolan asked staff about what is in the IGA that facilitates Council's ability to establish required outcomes toward functional zero homelessness.

Kristin responded to Councilor Nolan by explaining that Metro can initiate changes to the local implementation plans and that changes can be made by working with other bodies that are created and established through this plan. Kristin stressed that the local implementation plans are specifically targeted towards reaching the goal of ending chronic homelessness.

Councilor Rosenthal expressed that Metro does not have 10 years to make major impacts on homelessness and asked about opportunities for Metro to front load the process to have an impact sooner and how Council can express to counties that this is an emergency.

Kristen explained that counties have the ability to front load funding that they will be receiving from Metro.

Councilor Gonzalez conveyed that measuring work versus measuring progress are different things and asked staff how

progress will be measured. Additionally, Councilor Gonzalez asked how quickly the tri-county body can mobilize to set the regional action plan into place.

Kristin and Patricia discussed progress measurements especially highlighting county and region goals. Patricia responded to Councilor Gonzalez's follow up question by announcing that Metro is actively recruiting for the Tri-County Planning Body and coordination meetings are already happening.

Councilor Lewis expressed the importance of this IGA, highlighted the importance of limiting barriers working in human services, asked about the balance between the different tools that can be used to combat homelessness, and asked when arbiters or courts might be called upon to make sure progress is not stalled.

Kristin highlighted that as local implementation plans are reviewed the changing needs of the region will be addressed and expressed hope that courts will not be called upon but explained the process if they are.

Councilor Craddick asked about how homeless camps are being addressed.

Kristin explained that camping cannot be addressed until there are enough places for people to go. Patricia added that more outreach workers are being employed to reach homeless individuals so they know the options available to them.

Councilor Hwang expressed appreciation for the conflict resolution aspect of this IGA and asked about the mechanisms available to support innovation and reduce bureaucratic barriers.

Kristin explained that the tri county planning body will be a great resource for innovation and collaboration. Patricia added that the local implementation plans are not overly specific and allow for flexibility.

Councilor Nolan asked for clarification on a number of statistics that were presented by staff and asked staff to address questions on outreach.

Patricia addressed Councilor Nolan's question by highlighting the great need for outreach workers and clarified statistics that were previously presented. Marissa Madrigal (she/her), added housing statistics. Kristin highlighted the importance of controlling and monitoring the inflow into homelessness.

Councilor Rosenthal asked if counties will be required to keep track of the number of contacts made to homeless individuals.

Patricia explained that contacts are being tracked and that secondary contacts could be tracked in the future.

Councilor Lewis spoke on the importance of addressing families that are unsafely overcrowded into small homes.

Councilor Craddick showed appreciation for staff and discussed the historic nature and importance of this IGA.

Councilor Nolan discussed their thoughts that the structure of the IGA hampers Council's ability to fulfill promises to voters as well as other concerns about this IGA.

Councilor Lewis disagreed with Councilor Nolan and explained the importance of this IGA highlighting the importance of being forward oriented.

Councilor Gonzalez also disagreed with Councilor Nolan, noted that the IGA are rules of engagement and conflict resolution rather than a work plan and stressed that the IGA is an important administrative step that he's happy to approve so the real work can be done.

Metro Council President Peterson explained why she will be voting yes on this resolution, stressing that it is time to buckle down and do the real work.

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

Aye: 6 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, and Councilor Hwang

Nay: 1 - Councilor Nolan

5. Ordinances (First Reading and Public Hearing)

Council President Peterson called on Metro Attorney Carrie MacLaren (she/her) to read procedural requirements, asked Council if they have any ex parte contacts to disclose or a conflicts of interest to declare, and called on Tim O'Brian (he/him) to present to Council.

Tim explained the criteria for annexation of land and explained that staff recommends that Council approve Ordinance No. 22-1473.

Council Discussion:

There was none.

- 5.1 Ordinance No. 22-1473, For the Purpose of Annexing to the Metro District Boundary Approximately 2.19 Acres Located at 17687 SW Brookman Road in Sherwood

Council President Peterson called on Metro Attorney Carrie MacLaren (she/her) to read procedural requirements, asked Council if they have any ex parte contacts to disclose or a conflicts of interest to declare, and called on Tim O’Brian (he/him) to present to Council.

Tim explained the criteria for annexation of land and explained that staff recommends that Council approve Ordinance No. 22-1473.

Council Discussion:

There was none.

5.1.1 Public Hearing for Ordinance No. 22-1473

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 22-1473.

There was none.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5.2 Ordinance No. 22-1475, For the Purpose of Amending Metro Code Chapter 11.01 to Align Certain Sections with Terms in the Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties

Council President Peterson called on Patricia Rojas (she/her) and Shane Abma (he/him) to present to Council.

Staff pulled up *Ordinance No. 22-1475 Presentation PowerPoint*

Patricia briefly explained the purpose and timeline for the Ordinance

Council Discussion:

There was none.

5.2.1 Public Hearing for Ordinance No. 22-1475

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 22-1475.

There was none.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

6. Chief Operating Officer Communication

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

- Recent Omicron surge
- SW Corridor Light rail Project

Councilor Lewis expressed hope that flexible scheduling be made available for Metro employees who are caregivers to students who are no longer able to attend in-person school.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- TV Highway and the Hope Grant
- Tim O'Brien thank you

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 1:21 p.m.

Respectfully submitted,

Stellan Roberts

Stellan Roberts, Legislative Assistant



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting action update

Thursday, January 13, 2022 10:30 AM

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

1. Call to Order and Roll Call

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

3. Consent Agenda

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

Yes: 7 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

- 3.1 Considerations of the Council Meeting Minutes for the December 2, 2021 Meeting.
- 3.2 Considerations of the Council Meeting Minutes for the December 14, 2021 Meeting.
- 3.3 **Resolution No. 21-5230**, For the Purpose of Amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Amend Four Projects Impacting ODOT Allowing Federal Approvals and Phase Obligations to be Approved (DC22-05-DEC)

4. Resolutions

- 4.1 **Resolution No. 21-5228**, Resolution of the Metro Contract Review Board, For the Purpose of Authorizing an Exemption to the Competitive Bidding Procedures and Authorizing Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Blue Lake Park Fishing Pier Demolition Project

A motion was made by Councilor Rosenthal, seconded by Councilor Craddick, that this Resolution was adopted.

The motion carried by the following vote:

Yes: 7 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

4.2 Resolution No. 22-5232, For the Purpose of Adopting 2022 Federal and State Legislative Agendas

A motion was made by Councilor Rosenthal, seconded by Councilor Lewis, that this Resolution was adopted.

The motion carried by the following vote:

Yes: 7 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

4.3 Resolution No. 22-5238, For the Purpose of Authorizing the Chief Operating Officer to Execute Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties to Implement the Metro Supportive Housing Services Program

A motion was made by Councilor Gonzalez, seconded by Councilor Craddick, that this item be adopted.

The motion passed by the following vote:

Yes: 6 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, and Councilor Hwang

No: 1 - Councilor Nolan

5. Ordinances (First Reading and Public Hearing)

5.1 Ordinance No. 22-1473, For the Purpose of Annexing to the Metro District Boundary Approximately 2.19 Acres Located at 17687 SW Brookman Road in Sherwood

Assigned to Council; second reading scheduled for Jan. 27, 2022

5.2 Ordinance No. 22-1475, For the Purpose of Amending Metro Code Chapter 11.01 to Align Certain Sections with Terms in the Supportive Housing Services Intergovernmental Agreements with Multnomah, Clackamas, and Washington Counties

Assigned to Council; second reading scheduled for Jan. 20, 2022

PLEASE NOTE: Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 11, 2022

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	1/13/2021	Resolution No. 22-5238 Presentation PowerPoint	011322c-01
2.0	Powerpoint	1/13/2021	Ordinance No. 22-1475 Presentation PowerPoint	011322c-02

Agenda Item No. 3.2

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-JAN2)

Consent Agenda

Metro Council Meeting
Tuesday, February 15, 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 10th day of February 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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



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

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

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

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



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

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

Lead Agency: Metro		Project Type:	Planning	ODOT Key: 22145
Project Name: Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	1	ODOT Type	Planning	MTIP ID: 71118
		Performance Meas:	No	Status: 0
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
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

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

Lead Agency: Metro		Project Type: Planning	ODOT Key: 20877
Project Name: Regional MPO Planning (2021)	2	ODOT Type: Planning	MTIP ID: 70872
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 1
Years Active: 2	OTC Approval: No		
STIP Amend #: TBD		MTIP Amnd #: JA22-07-JAN2	
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	Z230	2025	\$ 154,280					\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 17,658					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 171,938	\$ -	\$ -	\$ -	\$ -	\$ 171,938
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (171,938)	\$ -	\$ -	\$ -	\$ -	\$ (171,938)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

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

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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

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

Current MTIP Programming for Key 20877 and 21839

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

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



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

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

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22151
Project Name: Regional MPO Planning (FFY 2022)	3	ODOT Type: Planning	MTIP ID: 71131
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
Short Description: Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2
Detailed Description: Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)			
STIP Description: TBD			

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

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

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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

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

Current MTIP Programming for Key 22151 and 21839

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

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



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

Formal Amendment
COMBINE
 Combine STBG from Keys 20877 and
 22151

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21839
Project Name: Portland Metro Planning SFY23	4	ODOT Type: Planning	MTIP ID: 71224
		Performance Meas: No	Status: 0
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		
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)		On State Hwy Sys: No	RFFA ID: N/A		
		Mile Post Begin: N/A	RFFA Cycle: N/A		
		Mile Post End: N/A	UPWP: Yes		
		Length: N/A	UPWP Cycle: SFY 23		
		Flex Transfer to FTA: No	Transfer Code: N/A		
		1st Year Program'd: 2022	Past Amend: 1		
		Years Active: 1	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2		
		Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2022 allocation year) (for SFY23 UPWP inclusion and implementation)			
		STIP Description: TBD			

Last Amendment of Modification: Formal -

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22160 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

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

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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

2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments



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



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

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

Lead Agency: Metro		Project Type: Planning	ODOT Key: 22172
Project Name: Statewide Travel Survey (SFY 23 UPWP)	6	ODOT Type: Planning	MTIP ID: 71105
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11103
Short Description: Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 1
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (SFY 23 UPWP)			
STIP Description: TBD			

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22172 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

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

RTP References:

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

Fund Codes:

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

Other

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

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



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



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

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

Lead Agency: Metro TriMet		Project Type:	Planning	ODOT Key: 22163
Project Name: Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	7	ODOT Type	Planning	MTIP ID: 71102
		Performance Meas:	No	Status: 0
		Capacity Enhancing:	No	Comp Date: 12/31/2023
		Conformity Exempt:	Yes	RTP ID: 11335
		On State Hwy Sys:	No	RFFA ID: N/A
		Mile Post Begin:	N/A	RFFA Cycle: N/A
		Mile Post End:	N/A	UPWP: Yes
		Length:	N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA	Yes	Transfer Code: 5307
		1st Year Program'd:	2022	Past Amend: 1
Years Active:	1	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: JA22-07-JAN2	

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

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

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

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

STIP Description: TBD

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22163 from FFY 2025 to FFY 2022 and clarifying fund purpose
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023.

Amendment Summary:

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

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

- > Will Performance Measurements Apply: Possible safety

RTP References:

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

Fund Codes:

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

Other

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

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



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

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

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

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22169 into FFY 2022 to be included in the SFY 23 UPWP Master Agreement
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

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

RTP References:

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

Fund Codes:

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

Other

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

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



LEAD AGENCY		Metro				
PROJECT NAME		TSMO Administration (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22169	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2022 allocation year)				Transportation System Management Operations
MTIP ID	71124					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$188,707	\$21,598	\$0	\$210,305
FY 21-26 Totals			\$188,707	\$21,598	\$0	\$210,305
Estimated Project Cost (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
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	Comp Date: ?
		Conformity Exempt:	Yes	RTP ID: 12092
Short Description: Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	I-405	On State Hwy Sys:	US30	RFFA ID: N/A
	at	Mile Post Begin:	6.91	RFFA Cycle: N/A
	3.33	Mile Post End:	6.93	UPWP: No
	30BY	Length:	0.02	UPWP Cycle: No
	at	Flex Transfer to FTA	No	Transfer Code: N/A
	0.80	1st Year Program'd:	2022	Past Amend: 0
		Years Active:	0	OTC Approval: No
STIP Amend #: 21-24-1829			MTIP Amnd #: JN22-07-JAN2	

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

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

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Adding a new project (PE and ROW phase) which functions as a Bridge program PGB under RTP ID 12092.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet. Project location overhead pics.

Amendment Summary:

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

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

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

RTP References:

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

Fund Codes:

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

Other

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

Key Number: 22552

2021-2024 STIP

Project Name: Willamette River: Stormwater source control

(DRAFT AMENDMENT

Fund Codes												
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	2,400,000.00	89.73%	2,153,520.00	10.27%	246,480.00	0.00%	0.00	
	PE Totals				100.00%	2,400,000.00		2,153,520.00		246,480.00		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
		Capacity Enhancing: No	Comp Date: 12/31/2025
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: US26	RFFA ID: N/A
		Mile Post Begin: 2.70	RFFA Cycle: N/A
		Mile Post End: 2.77	UPWP: No
		Length: 0.07	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: 21-24-1824	MTIP Amnd #: JN22-07-JAN2

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

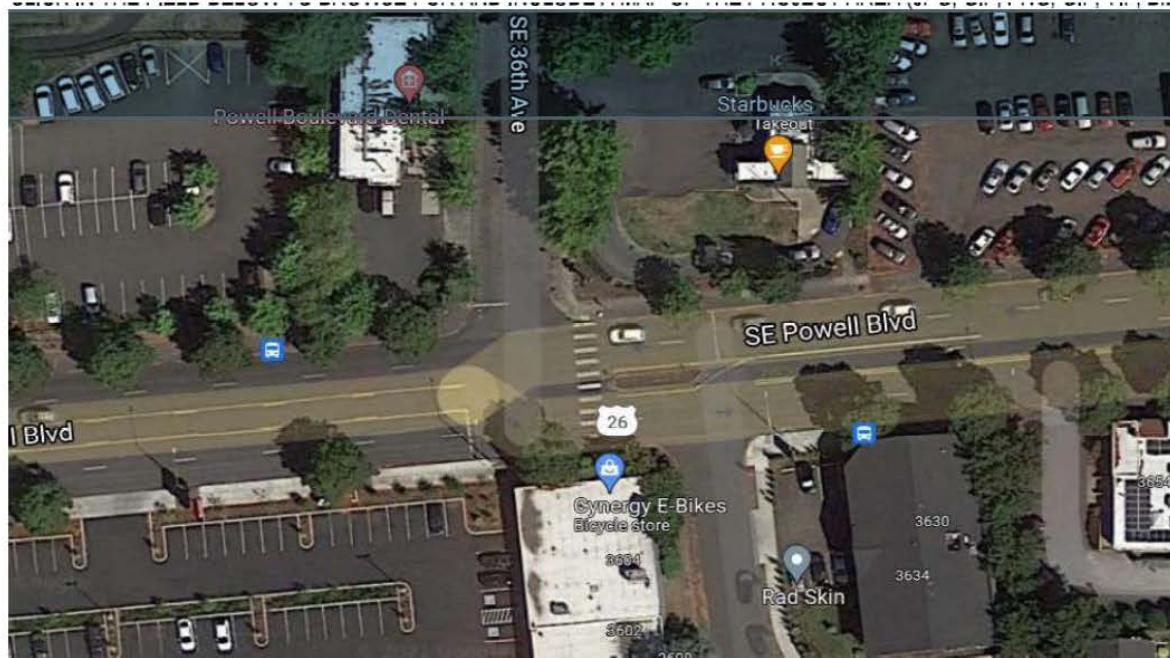
Key Number: **22551**

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
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

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

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

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

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

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
Recreational Trails Program (RTP)(FAST)	2940	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.

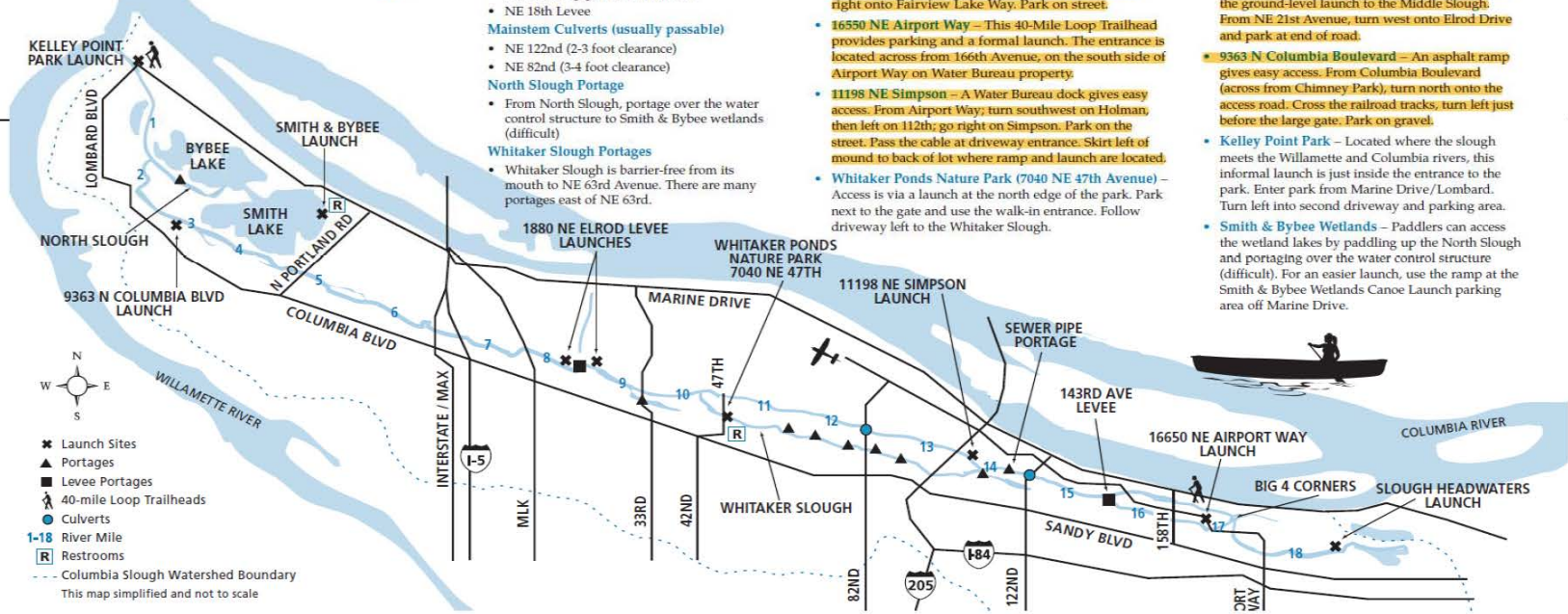
Fund Codes:

- > 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
		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)	2940	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 requi

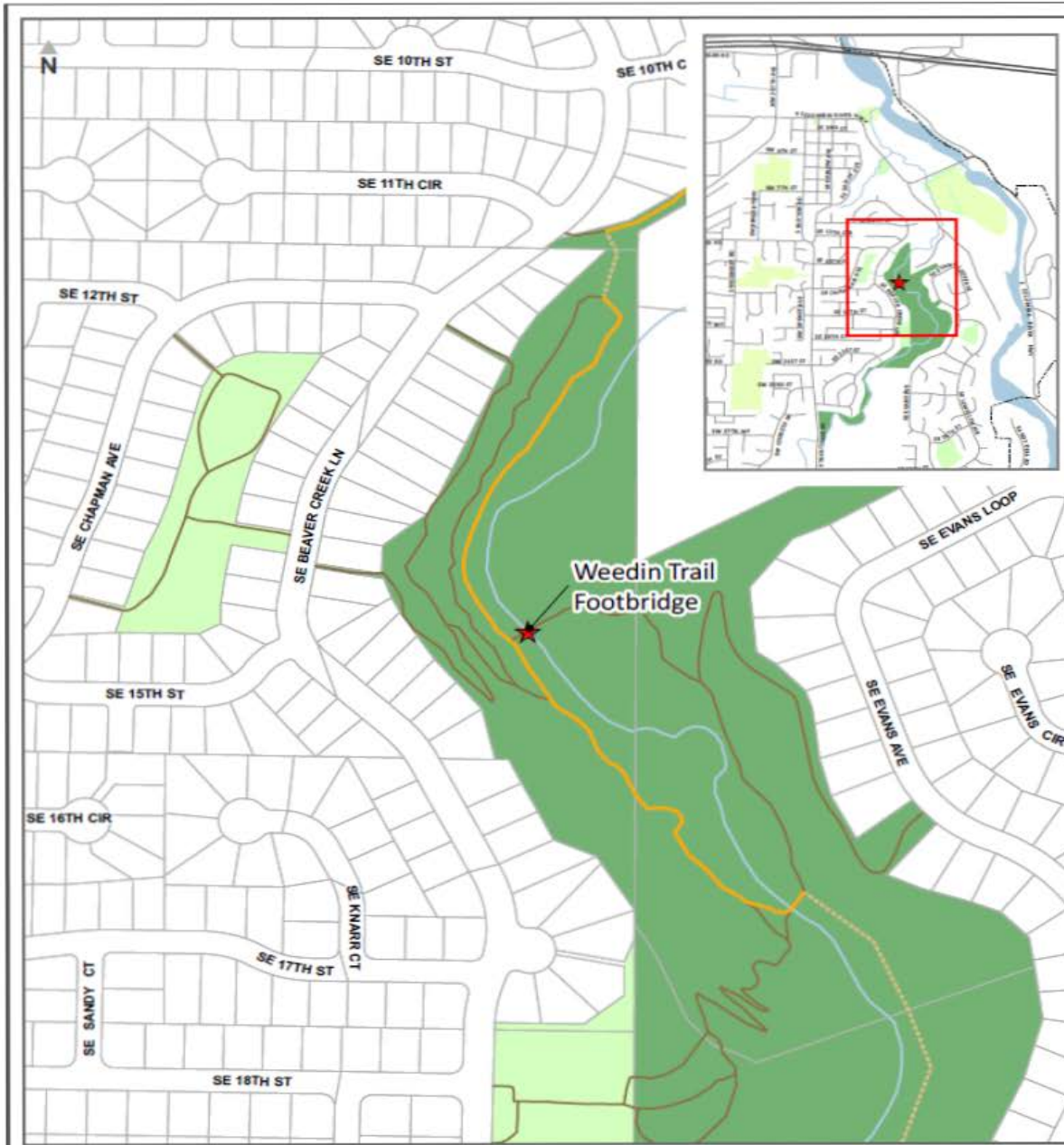
Oregon Parks and Recreation Department
November 17, 2021

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

FORMAL AMENDMENT STAFF REPORT

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

BACKGROUND

What This Is:

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

What is the requested action?

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

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

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	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 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	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 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).	COMBINE FUNDS: 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)	ADVANCE PROJECT: 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)	ADVANCE PROJECT: Advance the Statewide Travel Survey funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 Key 22163	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022) Preventative Maintenance Support (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district	ADVANCE PROJECT: Advance the annual fund exchange project which TriMet will commit to their Preventative Maintenance program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet

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

AMENDMENT BUNDLE SUMMARY:

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

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

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

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

January 2022 MTIP FORMAL AMENDMENT REGULAR BUNDLE PREVIEW

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

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

JPACT January 20, 2022 Meeting Summary:

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

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

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

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

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

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

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

TPAC January 7, 2022 Meeting Summary:

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

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

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

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

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

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

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

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

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

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

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

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

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

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.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22160 supports Safe Routes to School (SRTS) activities Metro completes as part of the annual UPWP. As with other STBG funded projects supporting the UPWP, this project was pushed –out to FFY 2025 until confirmation was received that the project would move forward as part of the SFY 2023 UPWP. As a result, the project STBG funds are now being advanced to FFY 2022.</p> <p>Metro’s Safe Routes to School program provides resources to support kids and teenagers to use walking, rolling and transit to access school and their community.</p> <p>Safe Routes to School is a national effort to encourage students and families to walk and roll to school – whether that’s on a bike, bus, scooter or mobility device. SRTS programs work to improve street safety around schools, and provide education and encouragement activities to kids and parents.</p> <p>Greater Portland has 17 school districts with a total of 330 public schools. Each school district ranges in size from two schools with 600 students at Riverdale to 82 schools with 44,000 students at Portland Public. Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods by improving the quality of air we breathe, reducing car traffic, creating more opportunities for people of all ages and abilities to utilize transportation options, and make the most of our transportation investments by promoting their use.</p> <p>Safe Routes to School programs are a proven way to change travel behaviors and shift modes toward active transportation options. Safe Routes to School programs can increase physical activity, reduce congestion, boost academic performance, improve health, save families money, and provide environmental benefits in an equitable way.</p>

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

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

- **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"> ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<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>
<p>Additional Details:</p>	<p>About Metro’s UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> ● Planning priorities for the region ● Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules ● Transportation planning ● Programs and projects, ● Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
<p>Why a Formal amendment is required?</p>	<p>Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete</p>
<p>Total Programmed Amount:</p>	<p>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</p>
<p>Added Notes:</p>	

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

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

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

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

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

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

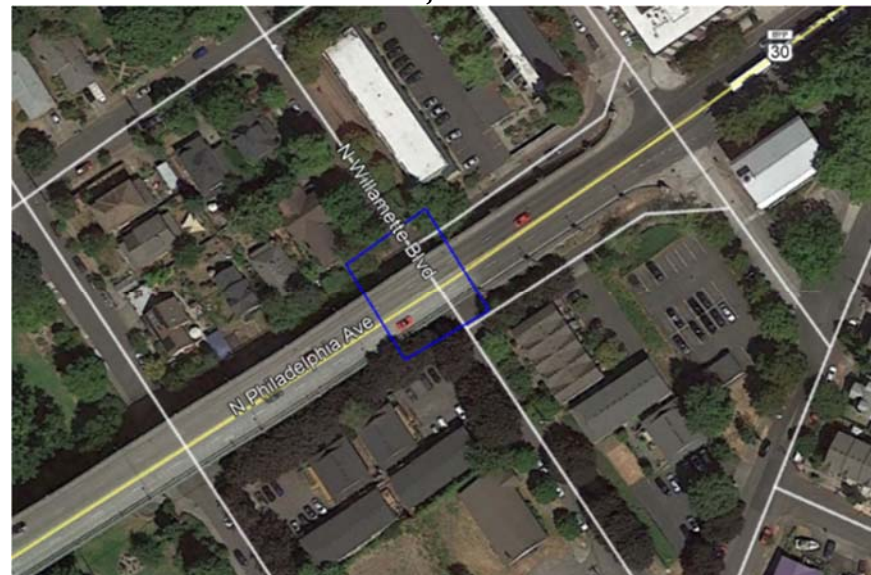
Project 9	Willamette River: Stormwater Source Control Improvements (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22552	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds ODOT's Willamette River: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

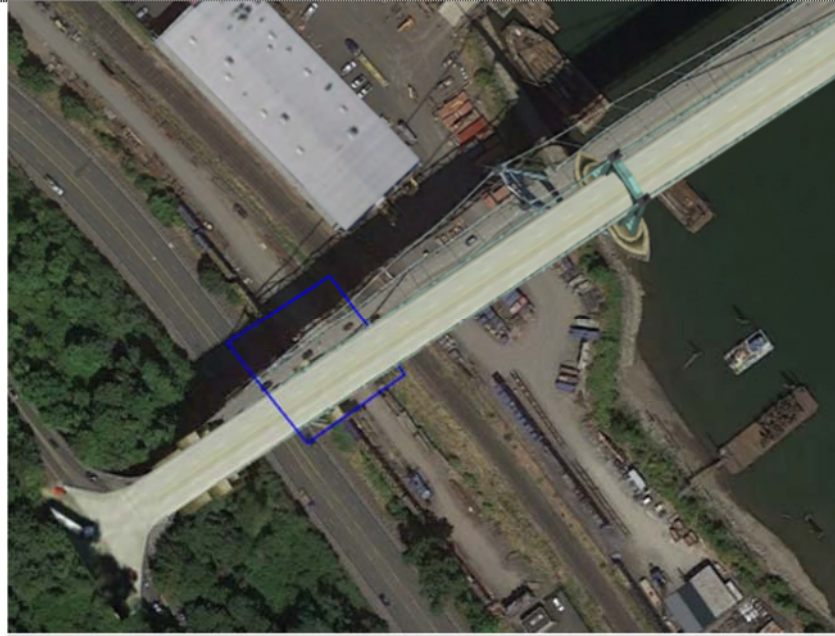
- On US30BY
- Cross Street Limits: N/A
- Overall Mile Post Limits:
 - I-405 at MP 3.33
 - US30 from MP 6.91 to MP 6.93
 - US30BY at MP 0.80

Fremont



St Johns





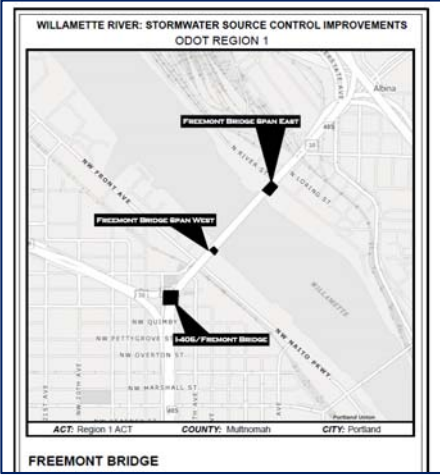
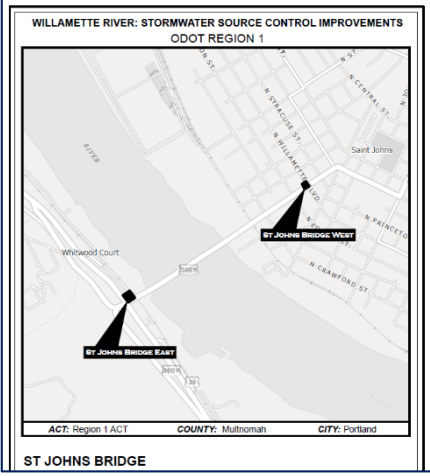
- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
Key 22552 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other,
- Regional Significance Status: The project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

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT

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

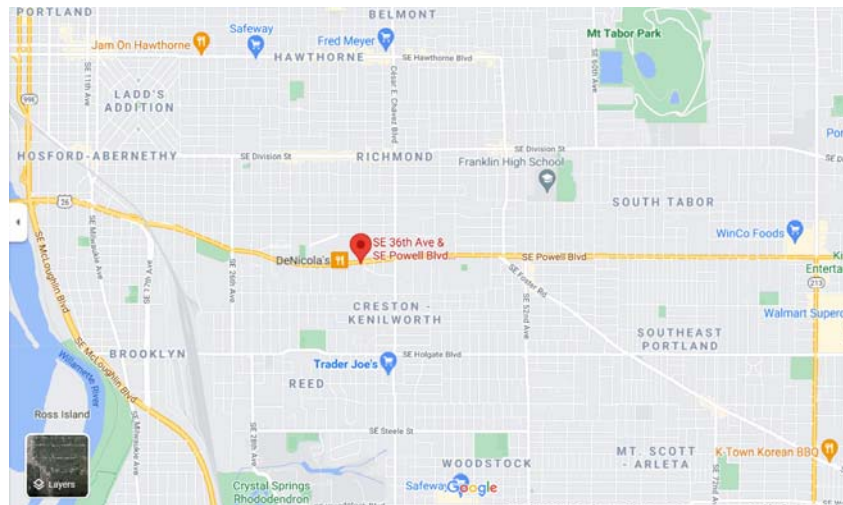
To reduce the potential for recontamination of the Portland Harbor, ODOT has been working with the Oregon Department of Environmental Quality (DEQ) over the past several years to seek a source control determination for ODOT stormwater. Over the past two years, ODOT has developed a feasibility study in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

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

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

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

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



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

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

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

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

AMENDMENT ACTION: ADD NEW PROJECT

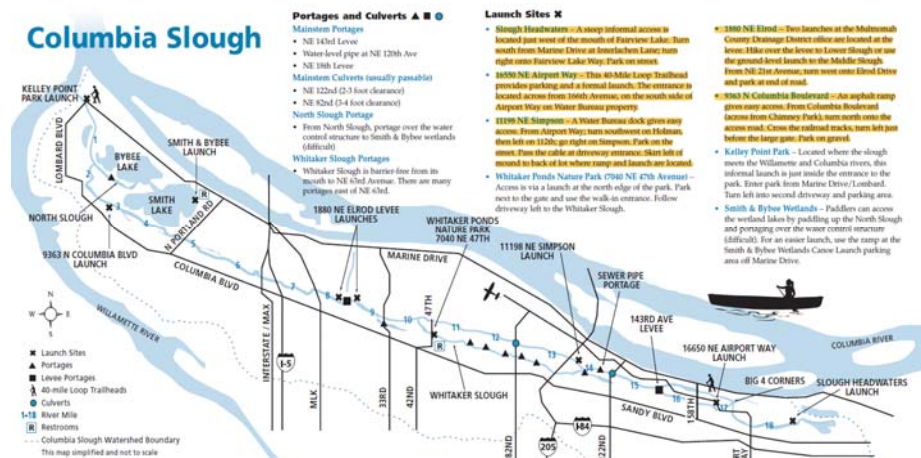
The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant award for the Columbia Slough Watershed Council.

What is changing?

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

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

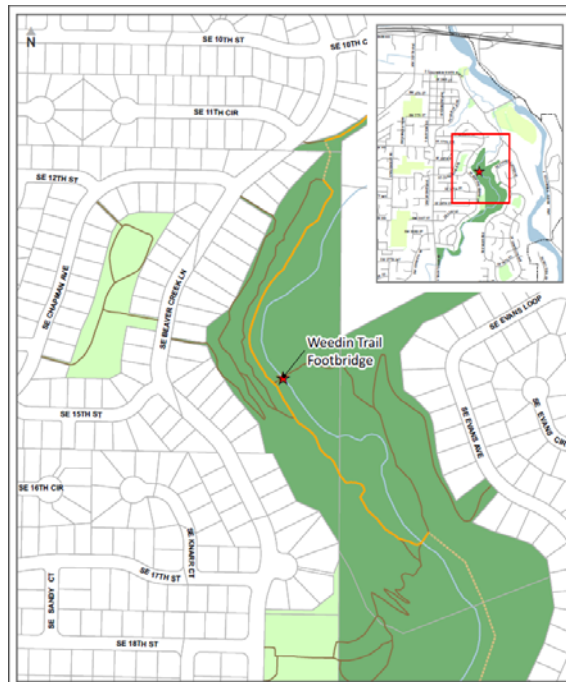
Additional Details:



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

Project 12	North Beavercreek Bridge Replacement (New Project)																										
Lead Agency:	Troutdale																										
ODOT Key Number:	22543	MTIP ID Number:		TBD																							
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The formal amendment completes required programming action to add Troutdale’s the new Recreational Trails Program project to the MTIP and STIP • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project is an Oregon Parks and Recreation Department Recreational Trail Program grant award winner and will Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough. • <u>Source:</u> New project • <u>Amendment Action:</u> Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action. • <u>Funding:</u> The funding is discretionary federal Recreational Trails Program (RTP) funds which are set a maximum 80% federal share. The remaining funds are local funds committed by the lead agency for the project. 																										
	<table border="1" style="width: 100%; text-align: center;"> <tr> <td colspan="7">Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</td> </tr> <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>6</td> <td>North Beavercreek Bridge Replacement</td> <td>City of Troutdale</td> <td>Multnomah</td> <td>Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.</td> <td>\$ 697,360</td> <td>\$ 150,000</td> </tr> </table>							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
Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available																											
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- **FTA Conversion Code:** Not applicable. No transit funds are committed to the project.
- **Location, Limits and Mile Posts:**
 - Location: Northern eastern Metro area in the city of Troutdale on the Beaver Creek River
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A



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

What is changing?

AMENDMENT ACTION: ADD NEW PROJECT

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

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

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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

regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the January 2022 Formal MTIP amendment (JA22-07-JAN2) will include the following:

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

Notes:

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

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

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

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF

ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).

- b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** The amendment action provides a baseline support for STBG inclusion into the SFY 2023 UPWP.

RECOMMENDED ACTION:

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

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

No Attachments

Agenda Item No. 3.3

Resolution No. 22-5246, For the Purpose of Reappointing a Member of the Metro Affordable Housing Bond Community Oversight Committee

Consent Agenda

Metro Council Meeting
Tuesday, February 15, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REAPPOINTING A MEMBER)	RESOLUTION NO. 22-5246
OF THE METRO AFFORDABLE HOUSING BOND)	
COMMUNITY OVERSIGHT COMMITTEE)	Introduced by Chief Operating
)	Officer Marissa Madrigal with the
)	Concurrence of Metro Council
)	President Lynn Peterson

WHEREAS, at the general election held on November 6, 2018, the Metro Area voters approved a ballot measure authorizing the issuance of general obligation bonds in an amount not to exceed \$652,800,000.00 for the purpose of funding affordable housing (the “Affordable Housing Bond Measure”); and

WHEREAS, Metro Code Chapter 2.19 establishes the Metro Affordable Housing Bond Community Oversight Committee, whose members are appointed and may be reappointed by the Metro Council President subject to confirmation by the Metro Council; and

WHEREAS Jenny Lee was appointed to a two-year term beginning January 31, 2019, and continued serve after her initial term ended on January 31, 2021, pending her reappointment or replacement as allowed by Metro Code Chapter 2.19.030 (c)(4)

WHEREAS, the Metro Council President has reappointed Jenny Lee to the Metro Affordable Housing Bond Committee Oversight Committee for a second term ending on January 31, 2023; and

WHEREAS, the Metro Council desires to confirm the appointment; now therefore

BE IT RESOLVED that the Metro Council confirms the reappointment of Jenny Lee to the Metro Housing Bond Community Oversight Committee.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 22-5246 FOR THE PURPOSE OF
REAPPOINTING A MEMBER OF THE METRO AFFORDABLE HOUSING BOND
COMMUNITY OVERSIGHT COMMITTEE

Date: January 31, 2022
Department: Planning & Development
Meeting date: 2/15/2022

Prepared by: Emily Lieb

ISSUE STATEMENT

In January 2019, Metro Council established and appointed the Metro Affordable Housing Bond Community Oversight Committee, charged with providing independent and transparent oversight of affordable housing bond implementation.

Metro Council Ordinance No. 19-1430, which established the Oversight Committee, states that the Committee will be composed of no fewer than 7 and no more than 15 members, to be appointed by the Metro Council President subject to Metro Council confirmation. The Committee's members must represent a diversity of perspectives, geographic familiarity, demographics, and technical expertise, including finance, housing development, housing policy, and experience working with impacted communities.

In January 2019, the Metro Council President worked with Metro councilors and staff to identify 13 appointees who would represent the region and bring diverse expertise to the role, including two members who were appointed to serve as co-chairs. One of the originally appointed co-chairs stepped down in 2019, at which point Metro Council President designated Jenny Lee as co-chair. Jenny's Lee's initial term ended in January 2021, at which point it was intended that Jenny be reappointed and remain co-chair. Due to an administrative error, Jenny's name was omitted from Resolution No. 21-5156, in January of 2021, which reappointed five members of the oversight committee to additional two-year terms. This resolution is intended to correct that administrative error. The Metro Code provides that committee members serve until reappointed or replaced by the Council. However, Jenny's second two-year term will still end in January of 2023.

Below is a summary of current members and their terms. All terms described below begin in January of the listed year and last for two years.

Committee members	Appointed	Reappointed	Eligible for reappointment
Andrea Sanchez	2022		2024
Ann Leenstra	2022		2024
Brandon Culbertson	2022		2024

Jenny Lee, Co-Chair	2019	*Intended to be reappointed in 2021	2023
Juan Ugarte Ahumada	2021		2023
Kira Cador	2022		2024
Mara Romero	2022		2024
Melissa Erlbaum	2019	2021	
Mitch Hornecker	2019	2021	
Nicole Stingh	2021		2023
Steve Rudman, Co-Chair	2019	2021	2023
Tia Vonil	2019	2021	
Trinh Tran	2022		2024

ACTION REQUESTED

Adopt Resolution No. 22-5246, reappointing one member to the Housing Bond Community Oversight Committee

IDENTIFIED POLICY OUTCOMES

The Community Oversight Committee performs the following duties as charged by the Metro Council:

- Reviewing local implementation strategies for alignment with the expectations set forth in the Housing Bond Program Work Plan;
- Monitoring program expenditures and outcomes and providing an annual report and presentation to Metro Council;
- Recommending changes to implementation strategies as necessary to achieve Unit Production Targets and other priority outcomes, such as advancing racial equity.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The proposed Resolution is based on numerous policies previously adopted by the Metro Council, including but not limited to:

- Ordinance No. 19-1430 amending Metro Code Chapter 2.19 to establish the Community Oversight Committee, and describing the committee makeup, terms and charge
- Resolution No. 19-4957 confirming 13 members and co-chairpersons initially appointed by the Council President to serve on the Affordable Housing Bond Community Oversight Committee

Agenda Item No. 4.1

Ordinance No. 22-1474, For the Purpose of Annexing to the Metro District Boundary
Approximately 21.41 Acres Located Generally West of SW Stafford Road and North of SW Frog
Pond Lane in the Frog Pond Area of Wilsonville

Ordinances (Second Reading)

Metro Council Meeting
Tuesday, February 15, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE)	ORDINANCE NO. 22-1474
METRO DISTRICT BOUNDARY)	
APPROXIMATELY 21.41 ACRES LOCATED)	Introduced by Chief Operating Officer
GENERALLY WEST OF SW STAFFORD)	Marissa Madrigal with the Concurrence of
ROAD AND NORTH OF SW FROG POND)	Council President Lynn Peterson
LANE IN THE FROG POND AREA OF)	
WILSONVILLE)	

WHEREAS, Venture Properties, Inc. has submitted a complete application for annexation of 21.41 acres located generally west of SW Stafford Road and north of SW Frog Pond Lane in in the Frog Pond area of Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Frog Pond area of Wilsonville to the UGB, including the territory, by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on January 27, 2022; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated January 11, 2022, attached and incorporated into this ordinance.

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

Lynn Peterson, Council President

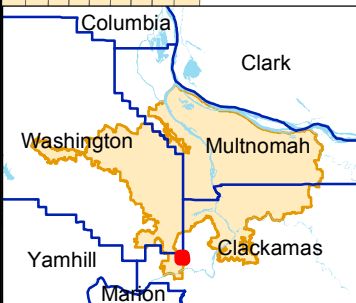
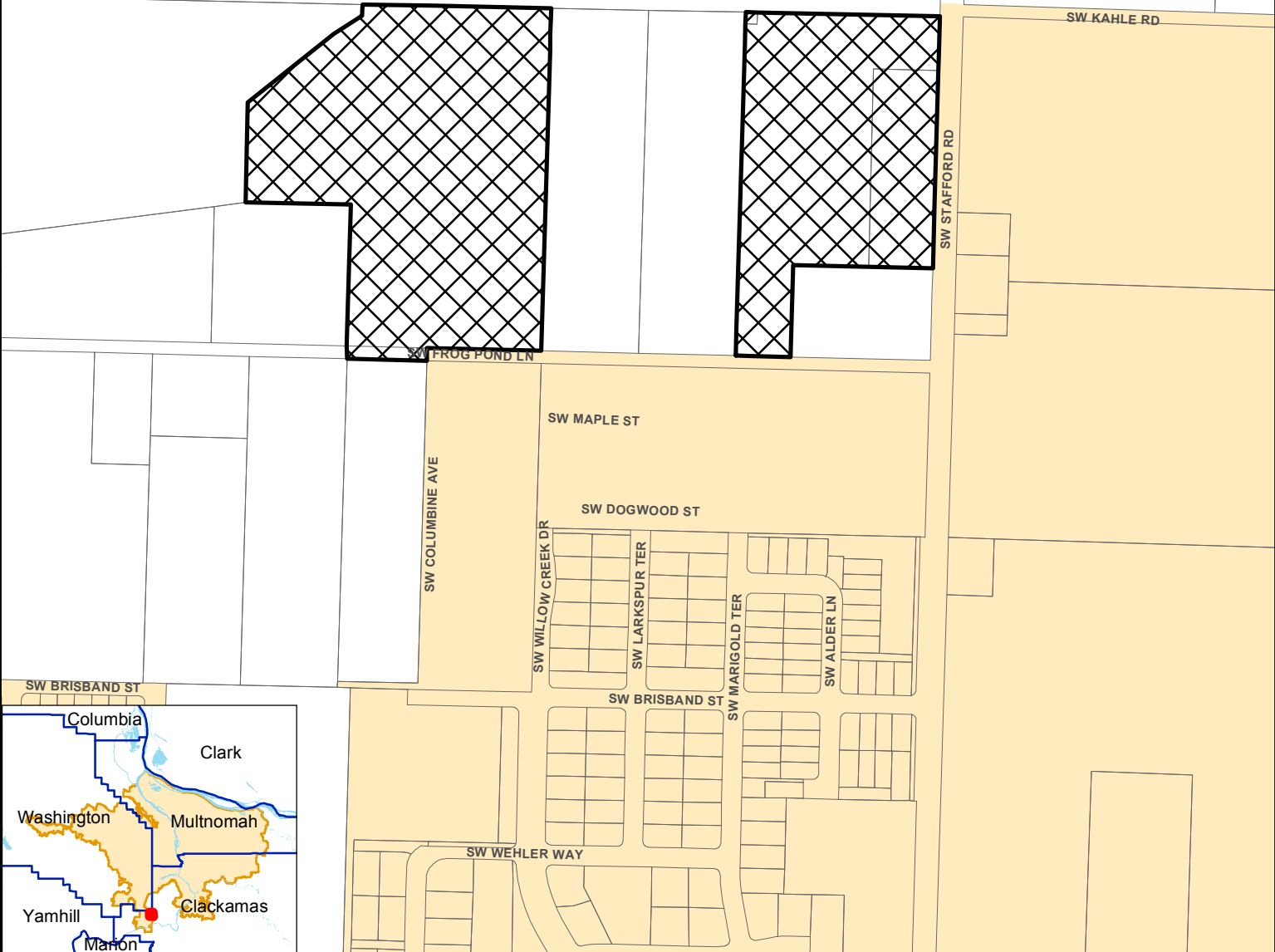
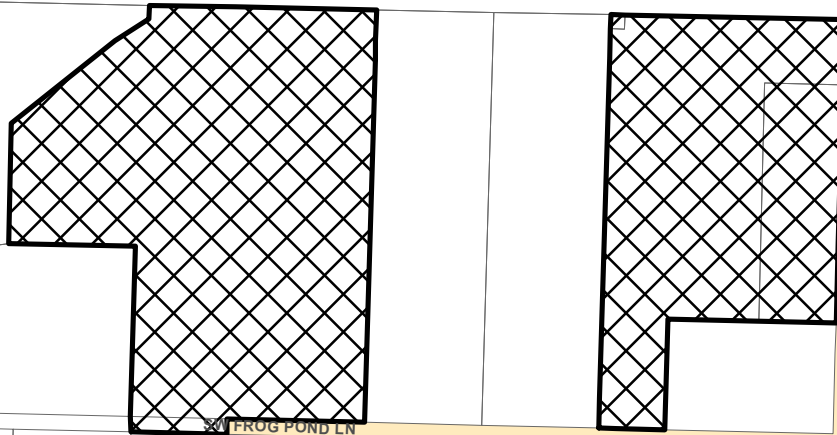
Attest:

Approved as to form:



Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

Areas to be Annexed



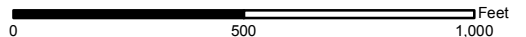
Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Metro District Boundary

Proposal No. AN0821



1:5,000



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1474, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 21.41 ACRES LOCATED GENERALLY WEST OF SW STAFFORD ROAD AND NORTH OF SW FROG POND LANE IN THE FROG POND AREA OF WILSONVILLE

Date: January 11, 2022
Department: Planning, Development, and Research

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0821, Annexation to Metro District Boundary

PETITIONER: Venture Properties, Inc.
4230 Galewood Street, Suite 100
Lake Oswego, OR 97035

PROPOSAL: The petitioner requests annexation of land in Wilsonville to the Metro District Boundary.

LOCATION: The land in Wilsonville is approximately 21.41 acres in size, is located west of SW Stafford Road and north of SW Frog Pond Lane and can be seen in Attachment 1.

ZONING: The land is zoned for residential use (RN).

The land was added to the UGB in 2002 and is part of the Frog Pond Area Plan and Frog Pond West Master Plan area that was adopted by Wilsonville. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The land in Wilsonville was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B, thus the affected territory lies within the UGB.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. The City of Wilsonville adopted the Frog Pond Area Plan in 2015. As a follow-up to the area plan and in anticipation of forthcoming development, Wilsonville adopted the Frog Pond Master Plan in July 2017. The subject properties are in the process of being annexed to the City of Wilsonville. Thus the affected territory was subject to measures that prevented urbanization until the territory is annexed to the city and any necessary service districts.

- 3. The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject property is part of the Frog Pond Area Plan adopted by the City of Wilsonville in 2015 and the Frog Pond West Master Plan adopted by the City in 2019. The proposed annexation is required by Wilsonville as part of a land use application and is consistent with the area plan and master plan. Thus the inclusion of the property within the Metro District is consistent with all applicable plans and agreements.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

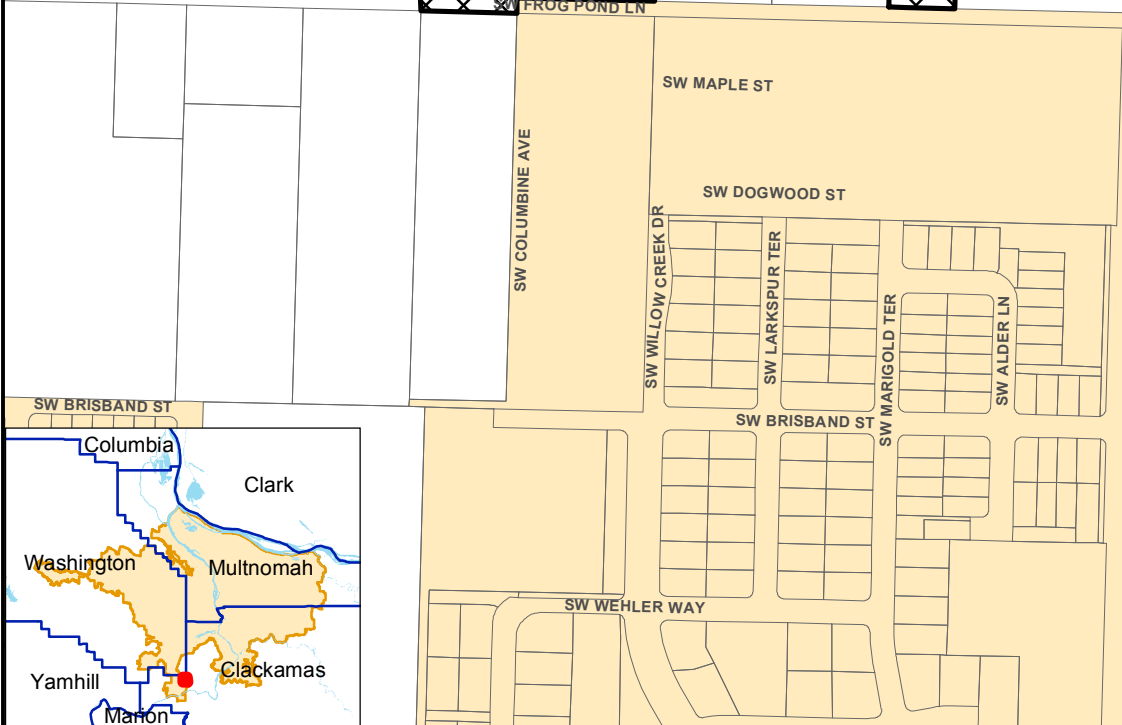
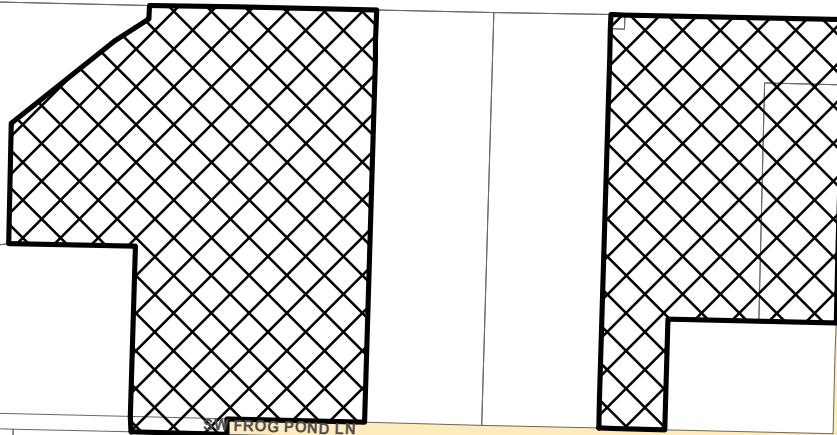
Anticipated Effects: This amendment will add approximately 21.41 acres in Wilsonville to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Frog Pond West Master Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

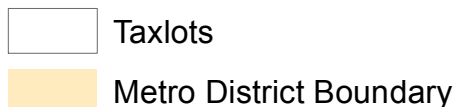
RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 22-1474.

Areas to be Annexed



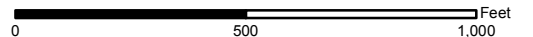
Research Center
 600 NE Grand Ave
 Portland, OR 97232-2736
 (503) 797-1742
<http://www.oregonmetro.gov/drc>



Proposal No. AN0821



1:5,000



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Materials following this page were distributed at the meeting.

Testimony for 2/15/2022 Council Meeting

Name * Jeffrey Williamson

Email * jeffwilliamson3@gmail.com

Address Fairview, OR 97024
United States

Your testimony

In regards to the plan to remove Blue Lake homeowner access to the boat ramp in Blue Lake Park for motorized watercraft.

As a resident living on Blue Lake for 5 years now, one of the major reasons we decided to purchase our house was to operate a motor boat on Blue Lake and park at our property for the ease of access. We have been saving for a boat and planned to purchase one in the next year or so.

This new proposed motion by Metro is an unexpected blow that comes without a willingness to engage in an equitable resolution where both the general public and homeowners can feel good about the outcome. I understand the reasoning behind the motion but it feels like a vast overreach that is being put in place without conversation. With over 60 years of water access agreements in place, this sudden refusal comes as a shock.

Without this access, my home value will suffer. Without this access, my future anticipation of owning a boat to park at my dock during the summers on Blue Lake is deflated. Without this access, my current enjoyment on my neighbor's boats goes away completely.

There must be a conversation and a common ground that will appease both sides.

Thank you.

Testimony for 2/15/2022 Council Meeting

To: Metro Council
From: Jon R. Wissler
Fairview, OR 97024
j.wissler@comcast.net
503-807-1570

Re: Metro Action to remove boat ramp access and eliminate resident use of power boats on Blue Lake

First of all I'm appalled at the manner this proposed action was communicated and the lack of public input sought prior to it's delivery. The Interlachen Homeowner's Association ("HOA") has a long standing record of mutual collaboration with Multnomah County, Metro and Blue Lake Park in evaluating, discussing and agreeing to rules and regulations governing the use of Blue Lake dating back to the time Multnomah took over the park in the early 1960's. I do not represent the HOA but speak as a longtime resident.

We have been active participants in establish strategic directions and plans for the park and that participation has historically been encouraged and valued by park officials. I was fortunate to have moved here in 1979 and personally knew the park rangers who I spoke with frequently and who become valued friends and partners in maintaining a quality lake environment for all to enjoy.

We have gone through periods of transition over the years regarding powerboat usage on the lake and watercraft available for rent at the park or brought onto the lake by the general public via park access. There was a period of time in the 1960's that the lake was opened to all powerboat and, due to the small size of the lake and a lack of viable enforcement, rules were established that allowed the lake to be used safely by both the general public and the homeowners. Dating to at least 1973 that included a Multnomah County ordinance that included, amongst it's restricted activities at Blue Lake Park:

"Bring into or operate any boat, raft, or other watercraft, whether motor powered or not, upon Blue Lake waters, except those boats owned by property owners at Blue Lake and hose boats or other watercraft for rent at the park. Such boating activities shall be in accordance with applicable regulations of the County and the State or Oregon" "

At some point (I believe in the 1990's) the ordinance, now under Metro, was updated to allow "Privately-owned watercraft between October 1st and April 30th of each year provided that they shall not exceed 14 feet in length (17 feet for canoes), and 3.0 horsepower in motor capability for the purpose of angling in accordance with rules promulgated by the Oregon Department of Fish and Wildlife.

During the 1990's, subsequent to the Professional Water Skiing events held on the lake, the HOA worked with the park and metro to modify existing homeowner boat restrictions to allow for AWSA approved towboats. We held meetings of the HOA, included boat manufacture

Testimony for 2/15/2022 Council Meeting

representatives who testified to the enhanced safety design of these boats, and included the input of park personnel to insure that they were comfortable with the change and approved thereof. In short, we included our valuable park members prior to adopting a change that could potentially impact the park.

As such, the public has had access to the lake for decades in some form or another, while the homeowners have had power boat privileges that recognized both their long-standing property rights and the mutual safety concerns presented by boats on the lake. We've accepted and allowed the park to limit powerboat access during period of high congestion from park launched craft and have always been cognizant of our responsibility to maintain a safe boating environment on the lake while respecting the ability of the public to use it as well.

Over the years the level of services that Metro has provided for lake recreation and their attention to lake water quality has severely diminished. Interlachen residents have taken up the slack with regard to water quality and established a non-profit (Blue Lake Improvement Association ("BLIA")) to "engage in and partner with persons and other organizations to study, monitor, protect, and work to improve the unique environment and ecology of and surrounding Blue Lake.... We are focusing on, but not limiting ourselves to, the preservation and protection of the natural wildlife, ecosystem, water quality, education, and safety of the using public and neighbors". BLIA was instrumental in getting the Solar Bees on the lake, with contributions from Metro, to help improve water quality and reduce invasive weed infestation. BLIA continues to, largely funded by the HOA, study and implement invasive weed control measures.

The HOA meets annually, and a standing topic of discussion is boating safety and a review of our existing regulations to address any concerns or developments in that regard. We used to operate a "lake patrol" boat for decades but eliminated it sometime in the early 2000's due to cost and liability concerns. When Metro elected to cease watercraft rental at the park a few years back it included the elimination of the park "lake patrol" that policed public AND private use of the lake, along with the HOA lake patrol, for decades. Since that time Interlachen residents have self-policed boat Interlachen residents and have taken decisive action to enforce safety and our boating restrictions.

I offer this historical perspective for I don't know any of you. Unlike my early years here where park personnel were a part of the neighborhood that no longer seems to apply. You did not seek our input, did not ask for our opinion, did not truly provide an opportunity to challenge, but simply issued a "decree" that this is what we're doing and why we're doing it.

To the later point Ms. Baxter-Harwell, while reading her obviously scripted opening salvo to our HOA meeting on 02/09/2022 stated something to the effect that "Metro has emphasized Racial Equity as a key consideration of our strategic direction". I fail to see what Metro's proposed action has to do with promoting racial equity. The park enjoys an ethnically diverse clientele which is both desirable and admirable. I agree completely that park attendees should be able to enjoy the lake and its amenities and, as I've pointed out, have been able to do so prior to the park locking down all activity during the pandemic and allowing the park grounds to badly deteriorate. I'm all for restoring that access and improving the park.

Testimony for 2/15/2022 Council Meeting

However, as we discovered in the 1960's, the lake is not large enough to safely accommodate public wide use of powerboats on the lake. The littoral residents have invested significant amounts to acquire their property, invest in boating equipment (boats, lifts, etc.) and ancillary assets (docks, shoreline amenities, etc.), and have a long-standing tradition of implementing and following rules and regulations that permit the mutual enjoyment of the lake by both public and private individuals. Your action does NOTHING to add rights and privileges to non-residents that they didn't already have, it only removes significant rights from the littoral landowners. I don't see how this addresses "racial equity" in any shape or form. As I said to Ms. Baxter-Harwell during the 02/09/2022 meeting, to suggest this action corrects any racial inequity is an insult to those who have actually suffered it.

I have no idea how this proposal was initially spawned or who led the charge to consider it necessary. I do know that the homeowners, who represent over 2/3's of the shoreline and have a 90-year history of caring for the lake, were not consulted. Perhaps that is because we are the only ones negatively impacted by your proposed action. I would urge Metro to strongly reconsider this proposal, seek input from and work with the HOA and residents to evaluate possible solutions, and engage your constituency prior to adopting any change to current ordinances.

If this proposal is formerly adopted I consider this to be a government taking of property value and will challenge it with every option at my disposal.

Respectfully yours,
Jon R. Wissler

Testimony for 2/15/2022 Council Meeting

February 14, 2022

Metro Council President and Members of the Council:

For the record my name is Koren Torheim. I am a resident living on Blue Lake. I've owned this property for almost 40 years. My property line extends under the water to the middle of the lake, as is the case for all Blue Lake property owners. I was a motor-boat owner for many years but not presently.

I am shocked and appalled at the very abrupt, recent announcement by Metro on Feb 9th to permanently close the boat ramp in Blue Lake Park on May 1st, only 80 days in advance, thus denying Blue Lake residents our only motorboat-launching site. Metro is well aware that this move will prohibit Blue Lake residents from the recreational boating we have enjoyed for 70+ years. I'm incensed that Metro made this decision without providing Blue Lake residents any opportunities for discussion and discourse. This is very unusual on Metro's part and upsetting to me because for decades we have collaborated on lake and boating issues.

This decision and treatment by Metro is extremely disrespectful to the property owners of Blue Lake. It is a show of cowardly ethics and unprofessional behavior. We pay high taxes to live on this lake and enjoy its amenities and we take that privilege seriously, as we are consistent and reliable stewards of the waters and responsible participants in the management of the lake.

I have many questions.

I would like to know how the process of making a decision of this magnitude denied the participation of the only other major and equal stakeholders - Blue Lake property owners.

How long did Metro deliberate on this decision and through what departments?

What are the names and titles of those directly involved in making this decision?

I would like to know the URL address to the minutes of relevant meetings, as I cannot find them posted on the Metro website.

It is my hope that through public participation of Blue Lake residents who now know about and object to the nature of the processing of this decision, Metro will reconsider the finality of this decision to permanently close the park boat ramp.

I request the right to submit this letter into the record.

Respectfully,
Koren Torheim
- Interlachen Lane
Fairview, OR 97024

Testimony for 2/15/2022 Council Meeting

My name is Dale Parshall and I am a homeowner on Blue Lake. I am submitting written testimony to express my concern of a recent announcement that the Blue Lake Regional Park boat access ramp will be closing May 1, 2022 and motorized boats will no longer be allowed on Blue Lake. This announcement came as a complete surprise to me and other homeowners on Blue Lake with no prior knowledge of the changes prior to the surprise attendance of an Interlachen HOA board meeting this past February 9 by the Metro Parks and Nature Superintendent, Planning Director, and the Oregon State Marine Board Environment and Policy Program Manager. As far as I can tell there were no public meetings regarding Blue Lake homeowners rights to private boat use by Metro prior to the announcement. It seems to me that there is no more critical stakeholder than the Blue Lake homeowner and that we must be included in the process.

Blue Lake has 78 property owners (who own surface rights to middle of the lake). Property owners and various other interested parties belong to the Interlachen HOA and or Blue Lake Improvement Association, both of which have been long term (60+ years) partners and stewards of Blue Lake with Multnomah County and Metro. The HOA and BLIA spend over \$12,000 annually on Blue Lake health provisions (water circulation equipment maintenance contract to reduce Blue Green Algae and improve water quality, DEQ approved weed abatement, and water purchases to keep water level sufficient for boating and swimming activities). Metro recently opted out of some of these activities, which begs the question of who would provide for the continuation of the water health provisions if Metro proceeds with the closing of the boat ramp and disallowance of motorized boats on Blue Lake.

Agreements have been in place for the use of the boat ramp and motorized boats on Blue Lake since 1960 when the Blue Lake Park owner sold the park and lake to Multnomah County. Interlachen HOA administers permits for Blue Lake homeowners to operate smaller wake power boats on the Blue Lake. Owners must have insurance and boating licenses and meet the requirements in existing Metro Title 10 ordinance. No wake / no operations rules are used during congested lake conditions.

I am concerned that property values will be diminished with loss of rights to power boating, homeowners will suffer lost sunk cost of boats, boat lifts, boat sheds, boat equipment, etc., and that higher property taxes have historically reflected these rights. The boat ramp must be maintained for emergency service and to allow maintenance services to the Solar Bee water circulators.

I would ask that the Metro Council hold off on the closing of the Blue Lake Regional Park boat access ramp and disallowing of motorized boats at this time and that Metro work with the Blue Lake homeowners in a collaborative manner. There are other options such as setting time limits on use of power boats or setting congestion limits on use of power boats.

Thank you.

Testimony for 2/15/2022 Council Meeting

Name * Michael Vest

Email * michaelvest@duck.com

Address

Fairview, Oregon 97024

United States

Your testimony

Why did Metro shut down motor boat access on Blue Lake to Blue Lake homeowners? Metro made a decision whose greatest impact is on Blue Lake homeowners. Your one most important, most impacted stakeholder, why did you brush away with a legal statement declaring power boats are no longer allowed on Blue before publishing the changes to your web site. Why would you stoop to such poor behavior, legal or not, in treatment of your neighbor? 62 years of cooperation, 62 years of co-investment, with labor, resources and funding from Blue Lake homeowners dedicated to maintaining the quality of water and access for all.

Did you know we spend over \$12,000 annually in keeping Blue Lake water clean for all? Who's going to pick up that tab? How do we now access the lake to maintain our water circulators? Why such a drastic decision, when knowing property values can be impacted, along with sunk costs for boats, boat lifts, boat houses, and equipment?

Where is the equal access for swimmers? Where is the boater management plan? Where is the safety plan?

It's not too late! Sit down at the table with us! Time and time again we have proven our willingness to cooperate, concede and go forth. There is a better way.

Shirley Craddick, of all people, I thought you would be the one to say, "Hold on. I know somebody out there. We can work with them". I was wrong.
