

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING) RESOLUTION NO. 22-5272
TO THE 2021-26 METROPOLITAN)
TRANSPORTATION IMPROVEMENT PROGRAM) Introduced by: Chief Operating Officer
(MTIP) TRIMET’S NEW WILLAMETTE) Marissa Madrigal in concurrence with
SHORELINE RAIL REPAIR PROJECT AND) Council President Lynn Peterson
ADDRESSING ODOT NEEDED PROJECT)
FUNDING INCREASES (JN22-14-JUN2))

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, TriMet receive a Congressional earmark of \$2 million in support of the Willamette Shoreline Rail & Trestle Repair-Phase I project which is being added to the MTIP now; and

WHEREAS, the June 2022 Formal MTIP amendment is adding available Infrastructure Investment and Jobs Act (IIJA) funds to ODOT’s Preliminary Engineering and Right-of-Way phases to address project funding shortfalls for their US30BY Curb Ramps Americans with Disabilities Act (ADA) improvement project; and

WHEREAS, ODOT is applying similar IIJA funds to help eliminate funding shortfalls to their OR99E - Clackamas River (McLoughlin) Bridge painting project; and

WHEREAS, the added funding for both ODOT projects required approval from the Oregon Transportation Commission (OTC) which occurred during their March 2022 and May 2022 meetings; 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 this amendment; and

WHEREAS, Metro’s Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro’s Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, JPACT approved Resolution 22-5272 consisting of the three projects on June 16, 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 July 21, 2022 through Resolution 22-5272 to formally amend the 2021-26 MTIP to add TriMet's Willamette Shoreline Line Rail & Trestle Repair-Phase I project, and complete funding corrections to ODOT's US30BY Curb Ramps ADA Improvements plus their OR99E - Clackamas River (McLoughlin) Bridge painting project.

ADOPTED by the Metro Council this **21st** day of July 2022.



Christine Lewis, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Exhibit A to Resolutions 22-5271 and 22-5272



Amendment Purpose Statement for Resolution 22-52-71 (Amendment Number JN22-13-JUN1)

FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)

Amendment Purpose Statement for Resolution 22-5272 (Amendment Number JN22-14-JUN2)

FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

Proposed June 2022 Formal Amendment Bundle #2

Resolution Number: **22-5272**
 Amendment Type: **Formal/Full**
 Amendment #: **JN22-14-JUN2**
 Total Number of Projects: **3**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	New TBD	TriMet	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)	<u>ADD NEW PROJECT:</u> The formal amendment adds TriMet Willamette Shore Line Rail & Trestle Repair-Phase I project funded by a Congressional Earmark from Table 20 FY 2022 Transit Infrastructure Grants – Community Projects
Project #2 Key 22432	71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<u>COST INCREASE</u> Add new IJJA funding totaling \$8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from \$17,223,368 to \$25,556,437 representing a 48.4% increase to the project
Project #3 Key 20472	71000	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	<u>COST INCREASE</u> Add \$947k to PE phase based on updated project scoping effort. Add ROW phase with \$52k. Total increase = \$999k. OTC approval occurred May 12, 2022. Construction to be added in 2024-27 STIP in FFY 2024 or 24.

**Formal/Full MTIP Amendment JN22-14-JUN2
Exhibit A to Resolution 22-5272 (MTIP Worksheets)**



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

**Formal/Full Amendment
ADD NEW PROJECT**
Add Table 20 for the Willamette
Shore Line Improvements

Lead Agency: TriMet		1	Project Type:	Transit	ODOT Key:	NEW - TBD
Project Name: Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	ODOT Type		TBD	MTIP ID:	NEW-TBD	
	Performance Meas:		No	Status:	1	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)	Capacity Enhancing:		No	Comp Date:	12/31/2026	
	Conformity Exempt:		Yes	RTP ID:	12096	
	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:	N/A	
	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 #:		TBD	MTIP #:	JN22-14-JUN2	
	Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase I Improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance (Earmark ID: 22-CMPJ-062)					
STIP Description: TBD						

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
Federal Funds									
5339		2022		\$ 599,976				\$ 599,976	
5339		2023				\$ 1,400,024		\$ 1,400,024	
								\$ -	
								\$ -	
							Federal Totals:	\$ 2,000,000	
Notes:			<div style="background-color: #c00000; color: white; padding: 5px;"> <p>Clarification Request to FTA - Programming Questions</p> <ol style="list-style-type: none"> Determine final fund type code for the earmark. Use 5339 or special earmark in support of the Table 20 awards. Confirm that programming will follow roadway capacity improvement approach (Use PE and Construction phases), Determine if pre-award authority comes into play and how. </div>					Federal Aid ID	
Federal Fund Obligations \$:									
EA Number:									
Initial Obligation Date:									
EA End Date:									
Known Expenditures:									
State Funds								\$ -	
								\$ -	
							State Total:	\$ -	
Local Funds									
TriMet-GF	Match	2022		\$ 120,024				\$ 120,024	
TriMet-GF	Match	2023				\$ 279,976		\$ 279,976	
								\$ -	
								\$ -	
							Local Total	\$ 400,000	
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Phase Totals After Amend:			\$ -	\$ 720,000	\$ -	\$ 1,680,000	\$ -	\$ 2,400,000	
			Year Of Expenditure (YOE):						\$ 2,400,000
Net Phase Funding Change:			\$ -	\$ 720,000	\$ -	\$ 1,680,000	\$ -	\$ 2,400,000	
Phase Percent Change:			0.0%	100.0%	0.0%	100.0%	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 changing? Adding a new earmark funded project to the MTIP

Amendment Summary:

The formal amendment TriMet's new earmark supporting the Willamette Shoreline Rail and Trestle repair project. The funding supports Phase I of the planned repairs. The funding originates from a Congressional apportionment and listed in Table 20, FY 2022 Transit Infrastructure Grants - Community Project funding apportionment. The earmark provides \$2 million dollars to the project. The Willamette Shore Line Rail & Trestle Repair project is divided into two phases. The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety benefits.

- > Will Performance Measurements Apply: Transit and Safety

RTP References:

- > RTP ID: 12096 - TriMet Operations
- > RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- > Regional Significant Project: Yes - Presevation of the ROW for a future HCT is considered regionall significant nd identified in the current RTP
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective: Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
- > Proof of Funding Verification: Yes - FTA Table 20 verifying the \$2 million earmark
- > Scope changes included: N/A
- > Limit changes included: N/A
- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP
- > Add Special Performance Evaluation assessment required to be completed: No. The project is less than \$100 million and is not capacity enhancing
- > Exempt or Capacity Project: Exempt - Mass Transit
- > Exemption reference: Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

Fund Codes:

- > 5339 = FTA section 5339 provides the funding origin. 5339 is a federal fund type for transit projects that support Buses and Bus Facilities program (49 U.S.C. 5339), makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- > TriMet - GF = TriMet general local fund used in support of the required match to the federal funds.

Other

- > On NHS: No
- > Metro Model: Not clearly
- > Model category and type: Does not appear to included in Transit model
- > TCM project: No
- > Located on the CMP: No

**FEDERAL TRANSIT ADMINISTRATION
TABLE 20**

FY2022 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending

The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022).

State	Recipient	Project ID	Project Description	Amount
AZ	City of Phoenix	2022-CMPJ-002	Valley Metro Electric Bus Demonstration	\$1,057,000
AZ	City of Phoenix	2022-CMPJ-003	City of Phoenix Electric Bus Investment	\$2,745,000
AZ	Northern Arizona Public Transportation Authority	2022-CMPJ-001	Northern Arizona Public Transportation Authority Bus Storage Phase 1—CDL Course	\$2,590,000
State	Recipient	Project ID	Project Description	Amount
OR	Lane Transit District	2022-CMPJ-063	Lane Transit District Electric Bus Replacement Project	\$950,000
OR	Lane Transit District	2022-CMPJ-064	Lane Transit District Trip Planner/Mobile Wallet Application	\$600,000
OR	Salem Area Mass Transit District (SAMTD)	2022-CMPJ-065	Salem Area Mass Transit Zero- Emission Bus Fleet Electrification Project	\$6,306,000
OR	Tri-County Metropolitan Transportation District of Oregon	2022-CMPJ-062	Willamette Shore Line Rail & Trestle Repair Project	\$2,000,000
PA	PA Department of Transportation	2022-CMPJ-067	Coatesville Transit Project	\$2,000,000
PA	PA Department of Transportation	2022-CMPJ-068	Harrisburg Transportation Center HVAC Upgrade	\$635,000
PA	Southeastern Pennsylvania	2022-CMPJ-066	Schuylkill River Trail Safety Improvements at	\$222,250

Formal/Full MTIP Amendment JN22-14-JUN2 (June #2 2022)

Exhibit A to Resolution 22-5272 (MTIP Worksheets)



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

Formal/Full Amendment
COST INCREASE

Add approved IJJA funding to
support PE and ROW needs

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22432
Project Name: US30BY Curb Ramps	2	ODOT Type	ADA	MTIP ID:	71248
		Performance Meas:	Safety	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Capacity Enhancing:	No	Comp Date:	12/31/2028
		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	US30BY	RFFA ID:	N/A
		Mile Post Begin:	1.28	RFFA Cycle:	N/A
		Mile Post End:	14.76	UPWP:	No
		Length:	13.48	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	1
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #:	21-24-2106	MTIP #:	JN22-14-JUN2
Detailed Description: On US30 Bypass at multiple locations between MP 1.28 to 14.76 in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)					
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					

Programming Notes: OTC approval was required to allocate the added IJJA funds to the project. OTC approval occurred during their March 30, 2022 IJJA special meeting.

Last Amendment of Modification: Administrative - March 2022 - AM22-14-MAR2 - PHASE SLIP: Slip ROW to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Z24E	2021		\$ 5,361,060				\$ 5,361,060
STBGS-IIJA	Y240	2021		\$ 5,594,973				\$ 5,594,973
AC-STBGS	ACPO	2023			\$ 1,886,370			\$ 1,886,370
STBGS-IIJA	ACPO	2023			\$ 1,882,290			\$ 1,882,290
AC-STBGS	ACPO	2023					\$ 8,207,099	\$ 8,207,099
								\$ -
Notes: STBS-IIJA = State STBG allocated from IIJA resulting in its own fund code							Federal Totals:	\$ 22,931,792
Federal Fund Obligations \$:				\$ 5,361,060				Federal Aid ID
EA Number:				PE003334				
Initial Obligation Date:				9/1/2021				
EA End Date:				8/31/2026				
Known Expenditures:				N/A				
State Funds								
State (STBGS)	Match	2021		\$ 613,597				\$ 613,597
State (IIJA)	Match	2021		\$ 640,370				\$ 640,370
State (AC)	Match	2023			\$ 215,903			\$ 215,903
State (IIJA)	Match	2023			\$ 215,436			\$ 215,436
State (AC)	Match	2023					\$ 939,339	\$ 939,339
								\$ -
							State Total:	\$ 2,624,645
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 5,974,657	\$ 2,102,273	\$ -	\$ 9,146,438	\$ 17,223,368
Phase Totals After Amend:			\$ -	\$ 12,210,000	\$ 4,199,999	\$ -	\$ 9,146,438	\$ 25,556,437
Year Of Expenditure (YOE):							\$	25,556,437
Net Phase Funding Change:			\$ -	\$ 6,235,343	\$ 2,097,726	\$ -	\$ -	\$ 8,333,069
Phase Percent Change:			0.0%	104.4%	99.8%	0.0%	0.0%	48.4%

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 changing? New IIJA funds are being added to the project's PE and ROW phases to address funding shortfalls.

Amendment Summary:

The formal amendment adds new IIJA funds to the PE and ROW phases to address phase funding shortfalls. \$8,333,069 is added to the project increasing the project cost from \$17,223,368 to \$25,556,437. The cost increase represents a 48.4% increase to the project. Per ODOT: The original cost estimates were overly optimistic and had anticipated cost reductions from the maturation of the ADA program as seen in other ODOT programs. However, due to the current inflationary market conditions and the existing skilled labor shortages, the anticipated cost reductions have not occurred. A revised cost estimate is now in place for the project. The added funding is being drawn from the new available IIJA funds. OTC approval was required which occurred on March 30, 2022

- > Will Performance Measurements Apply: Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Regional Significant Project: Yes. The project includes federal funds. US30BY is identified as a Major and minor arterial in the Motor Vehicle network.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
- > Proof of Funding Verification: Yes. OTC approval of IIJA funds on March 30, 2022
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: The added funds result in a cost increase of 48.4% which is well above the 20% threshold
- > Add Special Performance Evaluation assessment required to be completed: No. The project is less than \$100 million and a non-capacity enhancing project
- > Exempt or Capacity Project: The project is exempt for air quality analysis and transportation demand modeling requirements
- > Exemption reference: 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT with the portion the DOT maintains applied to eligible projects
- > STBGS-IIJA = Federal Surface Transportation Block Grant funds that originated from the Infrastructure Investment and Jobs Act (IIJA)
- > AC-STBGS = Federal Advance Construction fund type code placeholder used until the final federal fund code is committed to the project. The state DOT covers the project costs until the conversion is known. In this case AC-STBGS means that the later conversion code is anticipated to be State STBG.
- > State = General state funds provided by the lead agency (normally the state DOT) as part of the required match to the federal funds.

Other

- > On NHS: Yes. The route is identified as part of the "MAP-21 NHS Principal Arterials"
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Major and Minor Arterials
- > TCM project: No
- > Located on the CMP: Yes

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	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		51.07%	6,235,343.00	89.73%	5,594,973.27	10.27%	640,369.73	0.00%	0.00	
	Z24E	Surface transportation block grants - flex FAST ext	Y	48.93%	5,974,657.00	89.73%	5,361,059.73	10.27%	613,597.27	0.00%	0.00	
	PE Totals				100.00%	12,210,000.00		10,956,033.00		1,253,967.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		50.05%	2,102,274.00	89.73%	1,886,370.46	10.27%	215,903.54	0.00%	0.00	
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		49.95%	2,097,726.00	89.73%	1,882,289.54	10.27%	215,436.46	0.00%	0.00	
	RW Totals				100.00%	4,200,000.00		3,768,660.00		431,340.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	9,146,438.00	89.73%	8,207,098.82	10.27%	939,339.18	0.00%	0.00	
	CN Totals				100.00%	9,146,438.00		8,207,098.82		939,339.18		0.00
Grand Totals							25,556,438.00		22,931,791.82		2,624,646.18	0.00

Formal/Full MTIP Amendment JN22-14-JUN2 (June # 2022)
Exhibit A to Resolution 22-5272 (MTIP Worksheets)



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

Formal/Full Amendment
COST INCREASE
 Increase PE and add ROW phase

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	20472
Project Name: OR99E: Clackamas River(McLoughlin) Bridge	3	ODOT Type	Bridge	MTIP ID:	71000
		Performance Meas:	Safety	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	12/31/2028
		Conformity Exempt:	Yes	RTP ID:	12092
Short Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.		On State Hwy Sys:	OR99E	RFFA ID:	N/A
		Mile Post Begin:	11.13	RFFA Cycle:	N/A
		Mile Post End:	11.27	UPWP:	Yes
		Length:	0.14	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	2	OTC Approval:	Yes
		STIP Amend #: 21-24-2062		MTIP #:	JN22-13-JUN

Detailed Description: On OR99E between MP 11.13 and 11.27, at the McLoughlin Bridge across the Clackamas River, design to repaint the bridge. The paint is required to protect this steel structure from corrosion. **Cons to be added on 2024-27 STIP**

STIP Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.

Programming Notes: OTC approval was required for approval of the IJA funds and occurred during their May 12, 2022 meeting

Last Amendment of Modification: None as part of the 2021-24 MTIP. 1 earlier when canceled. Administrative - AB19-18-JUL2, July 2018 - STIP Rebalancing - STIP Re-Balancing Amendment - Cancel Project: The \$250k in the PE phase is de-programmed and committed to other STIP projects. Project is zero programmed and canceled. ODOT determined PE can be delayed until the next STIP. Cancelling a project is authorized as part of the STIP Re-Balancing Amendment.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
NHPP	Z001 ME01	2021		\$ 224,325				\$ 224,325
AC-NHPP (89.73%)	ACPO	2021		\$ 849,743				\$ 849,743
AC-NHPP (89.73%)	ACPO	2023			\$ 46,660			\$ 46,660
								\$ -
Notes:							Federal Totals:	\$ 1,120,728
Federal Fund Obligations \$:				\$ 224,325				Federal Aid ID
EA Number:				PE002945				S081(079)
Initial Obligation Date:				6/9/2021				
EA End Date:				3/31/2023				
Known Expenditures:				\$ 19,764				
State Funds								
State	Match	2021		\$ 25,675				\$ 25,675
State (AC)	Match	2021		\$ 97,257				\$ 97,257
State (AC)	Match	2023			\$ 5,340			\$ 5,340
								\$ -
							State Total:	\$ 128,272
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Phase Totals After Amend:			\$ -	\$ 1,197,000	\$ 52,000	\$ -	\$ -	\$ 1,249,000
Year Of Expenditure (YOE):								\$ 1,249,000
Net Phase Funding Change:			\$ -	\$ 947,000	\$ 52,000	\$ -	\$ -	\$ 999,000
Phase Percent Change:			0.0%	378.8%	100.0%	0.0%	0.0%	399.6%

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 changing? Adding OTC approved funding to the PE a=phase and adding the ROW phase to the project with AC funds

Amendment Summary:

- The formal amendment increases the PE phase and adds total of \$52k for ROW. PE increase is based on the recent scoping effort to evaluate scope and costs. The construction phase is to be added to the 2024-27 STIP with the construction year either in FFY 2024 or 25. Funding approval is through the Statewide Bridge Funding Program Manager and OTC approval occurred during their May 12, 2022 meeting.
- > Will Performance Measurements Apply: Safety & Bridge

RTP References:

- > RTP ID: 12092
- > RTP Description: Bridge Rehabilitation & Repair
- > Regional Significant Project: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective: Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- > Proof of Funding Verification: Yes. OTC approval on May 12, 2022
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Cost increase is above 50% threshold and adds new implementation phase (ROW)
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt project
- > Exemption reference: 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:

- > NHPP = Federal National Highway Performance Program funds appropriated to the State DOT
- > AC-NHPP = Federal Advance Construction funds used as a placeholder until the final federal fund code is committed tot he project. For this project, NHPP is estimated to be the future federal conversion code.
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes - ID as a NHS MAP21 Principal Arterial
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Major Arterials
- > TCM project: No
- > Located on the CMP: Yes

Key Number: 20472

2021-2024 STIP

Project Name: OR99E: Clackamas River (McLoughlin) Bridge

(DRAFT AMENDMENT PROJECT)

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		79.11%	947,000.00	89.73%	849,743.10	10.27%	97,256.90	0.00%	0.00
	MOE1	NATIONAL HWY PERF PROGRAM EXT	Y	20.89%	250,000.00	89.73%	224,325.00	10.27%	25,675.00	0.00%	0.00
	PE Totals				100.00%	1,197,000.00		1,074,068.10		122,931.90	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	52,000.00	89.73%	46,659.60	10.27%	5,340.40	0.00%	0.00
	RW Totals				100.00%	52,000.00		46,659.60		5,340.40	
Grand Totals							1,249,000.00		1,120,727.70		0.00



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 20, 2022
 To: Metro Council Members and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary for Resolution 22-5272

JUNE MTIP FORMAL/FULL AMENDMENTS SUMMARY

The June 2022 Formal/Full MTIP amendment is split into two amendment bundles. The following provides a summary of the projects and the changes occurring the second amendment bundle

June #2 Formal/Full Amendment Bundle: JN22-14-JUN2, Resolution 22-5272 (3 projects)

Proposed June 2022 Formal Amendment Bundle #2					
Resolution Number: 22-5272					
Amendment Type: Formal/Full					
Amendment #: JN22-14-JUN2					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	New TBD	TriMet	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)	ADD NEW PROJECT: The formal amendment adds TriMet Willamette Shore Line Rail & Trestle Repair-Phase I project funded by a Congressional Earmark from Table 20 FY 2022 Transit Infrastructure Grants – Community Projects
Project #2 Key 22432	71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	COST INCREASE Add new IIJA funding totaling \$8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from \$17,223,368 to \$25,556,437 representing a 48.4% increase to the project
Project #3 Key 20472	71000	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	COST INCREASE Add \$947k to PE phase based on updated project scoping effort. Add ROW phase with \$52k. Total increase = \$999k. OTC approval occurred May 12, 2022. Construction to be added in 2024-27 STIP in FFY 2024 or 24.

Purpose Statement:

FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)

- TPAC June 3, 2022 Meeting Summary: TPAC members received their MTIP amendment notification and provided their approval recommendation to JPACT. There was no significant discussion about the amendment.
- JPACT June 16, 2022 Meeting Summary: The MTIP Formal Amendment was included on the JPACT Consent Calendar. JPACT moved and approved the Consent Calendar without discussion.

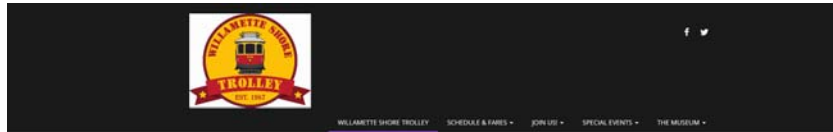
Project #1. Key – New TBD: Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)

- Lead Agency: TriMet
- Project Change(s): [New project being added to the MTIP](#)
- Project Description: The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)
- Amendment Overview:
 - The June #2 Formal amendment Bundle includes a new project being added to the MTIP. The project is TriMet’s Willamette Shore Line Rail & Trestle Repair-Phase I project
 - The funding for the project originates from a Congressional Earmark from the currently is
- Why a formal/full amendment is required: Adding a new project to the MTIP requires a formal/full amendment to satisfy RTP consistency review, air conformity analysis and transportation demand modeling requirements, plus fiscal constraint requirements.

The screenshot shows the Federal Transit Administration website. The main heading is "Table 20. FY 2022 Transit Infrastructure Grants - Community Project Funding/Congressionally Directed Spending (Full Year)". Below the heading is a link to the table: "fy-2022-full-year-appointment-table-20-Community-Project-Funding-TIG.xlsx". A note states: "The amount apportioned in this notice includes funding authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and is based on funding made available under the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022)." The page also includes a "Related Links" section with links to "Current Apportionments", "Apportionments Overview", and "Archived Apportionments". The last updated date is "Wednesday, April 6, 2022".

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2022 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2022 (Pub. L. 117-103, Mar. 15, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
AZ	City of Phoenix	2022-CMPJ-002	Valley Metro Electric Bus Demonstration	\$1,057,000
AZ	City of Phoenix	2022-CMPJ-003	City of Phoenix Electric Bus Investment	\$2,745,000
AZ	Northern Arizona Public Transportation Authority	2022-CMPJ-001	Northern Arizona Public Transportation Authority Bus Storage Phase 1—CDL Course	\$2,590,000

OH	Southwest Ohio Regional Transit Authority (SORTA)	2022-CMPJ-061	SORTA's Bus Stop Infrastructure Enhancement Project	\$3,300,000
OR	Lane Transit District	2022-CMPJ-063	Lane Transit District Electric Bus Replacement Project	\$950,000
OR	Lane Transit District	2022-CMPJ-064	Lane Transit District Trip Planner/Mobile Wallet Application	\$800,000
OR	Salem Area Mass Transit District (SAMTD)	2022-CMPJ-065	Salem Area Mass Transit Zero- Emission Bus Fleet Electrification Project	\$6,306,000
OR	Tri-County Metropolitan Transportation District of Oregon	2022-CMPJ-062	Willamette Shore Line Rail & Trestle Repair Project	\$2,000,000
PA	PA Department of Transportation	2022-CMPJ-067	Coatesville Transit Project	\$2,000,000
PA	PA Department of Transportation	2022-CMPJ-068	Harrisburg Transportation Center HVAC Upgrade	\$635,000



THE TROLLEY STARTS ON MAY 28TH!

[Click here for schedules, fares, and pre-purchase tickets.](#)

WILLAMETTE SHORE TROLLEY

Take a scenic trolley along the Willamette River



Ride in a Vintage Trolley from Lake Oswego into a dark tunnel and meander through posh neighborhoods.

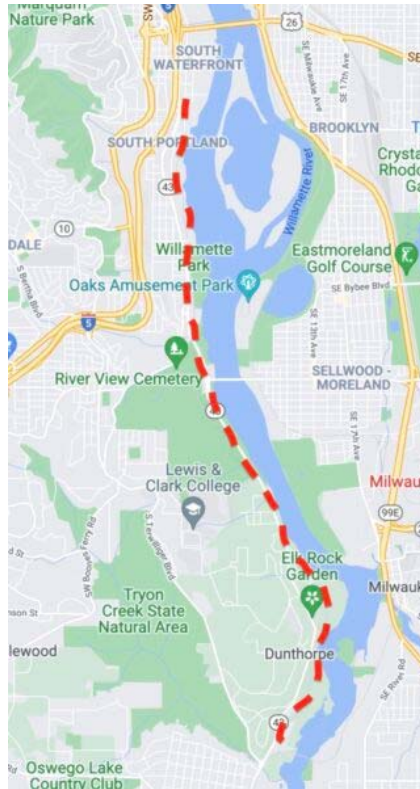
You will be riding on a historic rail line dating from the late 1800s. The tunnel dates from 1912. At one time electrified interurbans ran on this line from Portland to Oswego and on to Hillsboro, McMinnville, and Corvallis. The Vintage Trolley itself is a replica trolley in the style of Portland's own Council Crest cars. Two of the original cars can be found at our museum in Brooks. The Vintage Trolleys formerly ran on the MAX Line and Portland Streetcar before coming to the Willamette Shore Trolley.



Willamette Shore Trolley
211 N. State Street
Lake Oswego, OR 97034
Phone: 503-697-7436

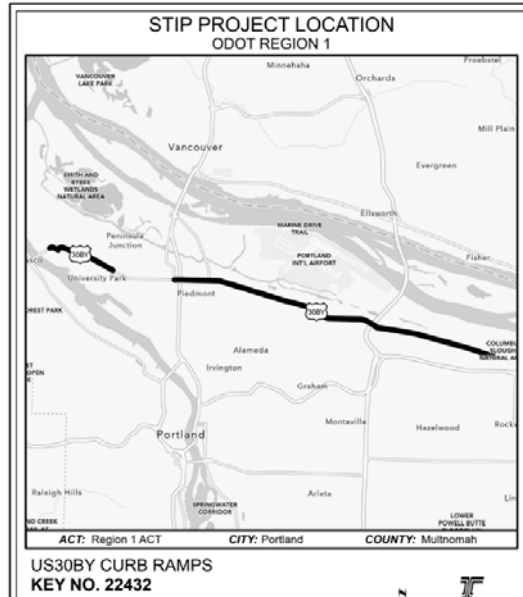
[Click Here for Google Maps Directions](#)





Project #2. Key - 22432: US30BY Curb Ramps

- Lead Agency: ODOT
- Project Change(s): Existing project requires added funding to PE and ROW phases.
- Project Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.
- Amendment Overview:
 - The project requires additional funds to address phase funding shortages impact PE and ROW.
 - The formal amendment adds new IJA funds to the PE and ROW phases to address phase funding shortfalls. \$8,333,069 is added to the project increasing the project cost from \$17,223,368 to \$25,556,437. The cost increase represents a 48.4% increase to the project.
 - Added Background: The original cost estimates were overly optimistic and had anticipated cost reductions from the maturation of the ADA program as seen in other ODOT programs. However, due to the current inflationary market conditions and the existing skilled labor shortages, the anticipated cost reductions have not occurred. A revised cost estimate is now in place for the project. The added funding is being drawn from the new available IJA funds.
 - OTC approval was required which occurred on March 30, 2022
- Why a formal/full amendment is required: The approved amendment matrix limits cost increases that can proceed administratively to 20%. The met cost change for this amendment is 48.4% which is significantly above the 20% threshold.



ODOT - Oregon Transportation Commission Meeting Summary ~ March 30, 2022 (virtual)

Recording and materials: Listen to the [recorded meeting](#) and [access all support materials](#) for details.

Commissioners Present: Chair Van Brocklin, Vice Chair Simpson, Commissioner Brown, Commissioner Burke, Commissioner Smith

Presenters: Director Kristopher Strickler, Asst. Director for Operations Cooper Brown, Asst. Director for Finance and Compliance Travis Brouwer, Policy, Data & Analysis Division Administrator Amanda Pietz, Public Transportation Division Administrator Karyn Criswell, Delivery & Operations Interim Administrator Mac Lynde

Agenda Item Summaries:

- **Agenda A IIJA Update (Discussion):** ODOT Staff described an electric vehicle (EV) funding plan, to include over \$100 million from state and federal sources, provided an overview of the Innovative Mobility Pilot Program, and outlined the hybrid consensus scenario requested by Commissioners at the March 10 OTC meeting.
- **Agenda A1 IIJA Flexible Funding Allocation (Decision):** Commissioners discussed the proposed hybrid consensus scenario, and voted to reallocate \$5M from the ADA line to the Innovative Mobility Pilot Program. The Commission approved the revised hybrid consensus scenario as follows:

Program Area	Funding (Millions)
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Pilot	\$10
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$95
Match for Competitive Grants	\$40
Business & Workforce Development	\$7
Total	\$412

- **Agenda A2 IIJA Bridge Funding (Informational):** Delivery & Operations Interim Administrator Mac Lynde provided an overview of the state of bridge maintenance and operations throughout Oregon, and the initial proposed approach to allocating IIJA Bridge Funding between ODOT and local city/county entities.

Decisions/Actions:

- **Approved Revision of Hybrid Consensus Scenario** to reallocate an additional \$5M to the Innovative Mobility Pilot Program; 1st Smith, 2nd, Burke; Approved unanimously.
- **Approved Revised Hybrid Consensus Scenario;** 1st Smith, 2nd Simpson; Approved unanimously

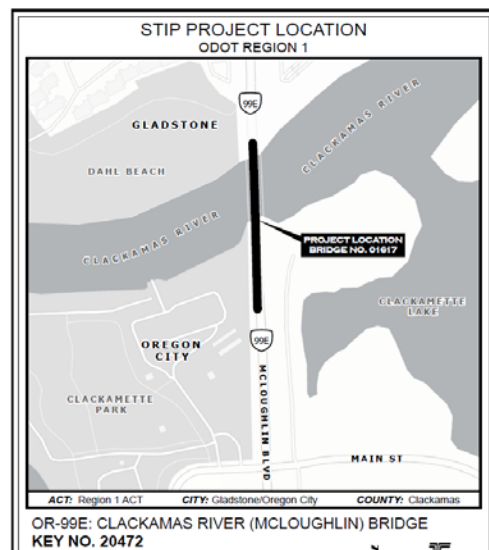
Commission Requests:

- **ADA Update:** ODOT staff to report details of scope and scale of outstanding work, potential costs, and pace to meet settlement requirements at May, 2022 OTC Meeting.
- **Innovative Mobility Pilot Program:** (1) ODOT staff to identify additional state funding source(s), up to \$10M to supplement program. (2) Approve funding criteria for program elements.
- **IIJA Bridge Funding:** allocation decision anticipated at May, 2022 OTC Meeting.

Email: OTCadmin@odot.oregon.gov with questions or additional needs.

Project #3 - Key - 20472: OR99E: Clackamas River (McLoughlin) Bridge

- Lead Agency: ODOT
- Project Change(s): Existing project requires added funding to PE. ROW phase is being added to the project.
- Project Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.
- Amendment Overview:
 - The project requires additional funds to address phase funding shortages impacting the PE phase. Funding supporting the ROW phase also is being added
 - The formal amendment adds \$947,000 to PE and \$52,000 for ROW phase activities.
 - The Phase increases from \$250,000 to \$1,197,000. With the ROW phase funding, the total project cost increases from \$250,000 to \$1,249,000.
 - The Change Management Request (CMR) form indicated an updated re-scoping effort resulting in the higher PE phase cost. However, there does not appear to be any change in the current project scope or limits.
 - The construction phase is expected to be added to the 2024-27 STIP with the construction year either in FFY 2024 or 25.
 - The State Bridge Funding Program Manager approved the increase to the project.
 - OTC approval also was involved which occurred on May 12,2022
- Why a formal/full amendment is required: The approved amendment matrix limits cost increases that can proceed administratively to 50%. The net cost change for this amendment exceeds the 50% threshold.





Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: April 29, 2022
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item E3 – IIJA STIP Adjustment

Requested Action:

Approve the Infrastructure Investment and Jobs Act (IIJA) 2021-2024 Statewide Transportation Improvement Program (STIP) Amendment.

Background:

At the March 30, 2022 meeting, the Oregon Transportation Commission (OTC) approved the allocation of the new IIJA funding coming to the State of Oregon. With the allocation approval, the funding is now available for programming to projects.

The attached list is the first amendment to add IIJA funding to selected projects across various programs in the 21-24 STIP. The additional IIJA funding will be amended into the STIP in future actions via the annual STIP update in September or will be incorporated into the Draft 2024-2027 STIP that will be brought to the OTC for review and release for public comment in January 2023.

Next Steps:

With approval, ODOT will amend the projects in the 2021-2024 STIP.

Without approval, each project will be approved individually through the appropriate delegated process.

Attachment:

- Attachment 1: 2022 Statewide IIJA STIP Amendment Project Summary

Key Number	Region	Project name	BMP	EMP	Bridge #	Primary Work Type	Funding Responsibility	Current Total	Proposed total
18794	1	OR8: SW 192nd Ave - SW 110th Ave	2.87	7.04		Safety	IIJA Arts	\$9,046,927.03	\$9,808,012.43
20335	1	Central Systemic Signals and Illumination (ODOT)	Var	Var		Safety	IIJA Arts	\$5,296,963.70	\$6,046,394.70
20472	1	OR99E: Clackamas River (McLoughlin) Bridge	11.13	11.27	01617	Bridge	IIJA Bridge	\$250,000.00	\$1,249,000.00
20209	2	OR126B at 54th St. (Springfield)	6.03	6.03		Safety	IIJA Arts	\$1,641,300.00	\$2,141,300.00
21301	2	Center St.: Lancaster Dr. to 45th Pl. NE				Modernization	IIJA Arts	\$2,958,366.00	\$3,258,366.00
21560	2	OR18: SE Cruickshank Rd	48.59	48.59		Safety	IIJA Arts	\$1,336,600.00	\$1,986,600.00
21778	2	City of Springfield signal enhancements (state highways)	Var	Var		Safety	IIJA Arts	\$994,138.00	\$1,794,138.00
19062	2	I-5: Aurora-Donald Interchange (Exit 278), Phase 1(a)	Var	Var		Modernization	IIJA Enhance	\$23,732,053.40	\$27,332,053.40
20166	3	I-5 & OR188E: Variable Message & Curve Warning Signs	Var	Var		Operations - ITS	IIJA Arts	\$5,769,328.00	\$7,269,656.00
21676	3	OR99/OR238/OR62: Big X Intersection (Medford)	Var	Var	18525,06605A,08821,09590	Preservation	IIJA Arts	\$10,662,700.00	\$11,162,700.00
21677	3	OR42: Lookingglass Creek to I-5 (Winston)	72.54	76.95	01986A,01923,01923A,02173A	Preservation	IIJA Arts	\$12,360,700.00	\$13,060,372.00
22562	3	I-5: Sexton Pass Curve Warning sign	70.1	70.1		Operations - ITS	IIJA Arts	\$1,750,000.00	\$4,050,328.00
22520	4	US97: Dover Ln - Bear Dr Safety Improvements	100.5	97.5		Safety	IIJA Arts	\$250,000.00	\$4,750,000.00
21229	4	US97 and US20 Bend North Corridor	Var	Var		Modernization	IIJA Enhance (\$14,429,195), 24-27 STIP and Region Federal (\$22,000,000), local and private funds (\$15,366,320)	\$121,951,613.00	\$174,747,128.00
21230	5	US20/OR201: Burns to Ontario	Var	Var		Safety	IIJA Arts	\$13,724,610.00	\$16,724,610.00
								\$207,725,299.13	\$281,380,658.53

Metro's approval process for formal amendment includes multiple steps. The required approvals for the amendment includes the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	May31, 2022
• TPAC notification and approval recommendation.....	June 3, 2022
• JPACT approval and recommendation to Council.....	June 16, 2022
• Completion of public notification process.....	June 29, 2022
• Metro Council approval.....	July 7, 2022

Note: Council dates are tentative and may change

All projects were reviewed against the MTIP requirements stated in 23 CFR 450.300-338 to ensure all programming actions are properly completed. All projects moving into the Metro amendment approval process have completed their required reviews unless so noted. These review actions included:

- Proof of funding verification.
- Fiscal constraint demonstration.
- Confirming and completing unique financial processing requirements such as the FTA flex transfer process
- Compliance with special approval steps (e.g. OTC approval)
- Determination if the project is exempt for air quality analysis and if the changes the project's capacity or exemption status.
- Consistency with current approved Regional Transportation Plan (RTP) to include:
 - Identification of the project within the approved constrained RTP.
 - Comparison of RTP project entry against MTIP entry and requested changes
 - Review of requested changes (e.g. scope, limits, and funding) and their potential impacts upon air quality analysis and/or transportation demand analysis.
 - Review and Evaluation of requested scope are still consistent with the original RFFA or TSMO awards.
 - Verification of regional significance status against the RTP
 - Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
 - Determination if performance measurements will apply against the RTP strategic goals.
 - Determination if an MTIP Special Performance Evaluation is required as part of the formal MTIP Amendment (applies to capacity enhancing projects above \$100 million)
- Posting and completion of required 30-day public notifications and public opportunities to comment on the MTIP amendment.
 - This includes reviewing all significant comments and developing comment summary logs
 - Providing JPACT and Council with comments summaries for their review and evaluation

- Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ANALYSIS/INFORMATION:

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

RECOMMENDED ACTION:

JPACT approved Resolution 22-5272 on June 16, 2022 and now recommends Metro Council provide their final approval to Resolution 22-5272 consisting of TriMet's new Willamette Shore Line earmark project and cost increases to ODOT's US30BY ADA Curbs and Ramps plus OR99E McLoughlin Bridge projects.

No attachment