



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

Council meeting agenda

Thursday, July 21, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 929-205-6099 (toll free)

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

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<https://zoom.us/j/615079992> (Webinar ID: 615079992) or 929-205-6099 (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 For the Purpose of Amending and Adding to the 2021-26
Metropolitan Transportation Improvement Program
(MTIP) Two ODOT Projects Enabling Project Phases to
Move Forwards and Addressing Funding Shortfalls
(JN22-13-JUN1)

[RES 22-5271](#)

Attachments: [Resolution 22-5271](#)
[Exhibit A](#)
[Staff Report](#)

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- 3.2 Resolution No. 22-5272, 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 Needs (JN22-14-JUN2) [RES 22-5272](#)
- Attachments: [Resolution 22-5272](#)
[Exhibit A](#)
[Staff Report](#)
- 3.3 Consideration of the April 26, 2022 Council Meeting Minutes [22-5753](#)
- Attachments: [042622c Minutes](#)
- 4. Ordinances (Second Reading and Vote)**
- 4.1 Ordinance No. 22-1481, For the Purpose of Annexing to the Metro District Boundary Approximately 23.85 acres located in the vicinity of SW Frog Pond Lane in Wilsonville [ORD 22-1481](#)
- Presenter(s): Tim O'Brien (he/him)
- Attachments: [Ordinance No. 22-1481](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
- 5. Other Business**
- 5.1 State Legislative Affairs Update [22-5747](#)
- Presenter(s): Anneliese Koehler (she/her), Metro
Jenna Jones (she/her), Metro
- Attachments: [Staff Report](#)
- 5.2 Update on Regional Flexible Funds Allocation and Parks Bond Coordination [22-5749](#)
- Presenter(s): Dan Kaempff (he/him), Metro,
Robert Spurlock (he/him)
- Attachments: [Staff Report](#)
- 6. Chief Operating Officer Communication**
- 7. Councilor Communication**
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8. Adjourn

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

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Agenda Item No. 3.1

**Resolution No. 22-5271, For the Purpose of Amending and Adding to the 2021-26
Metropolitan Transportation Improvement Program
(MTIP) Two ODOT Projects Enabling Project Phases to
Move Forwards and Addressing Funding Shortfalls
(JN22-13-JUN1)**

Consent Agenda

Metro Council Meeting
Thursday, July 21st, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND) RESOLUTION NO. 22-5271
ADDING TO THE 2021-26 METROPOLITAN)
TRANSPORTATION IMPROVEMENT PROGRAM)
(MTIP) TWO ODOT PROJECTS ENABLING) Introduced by: Chief Operating Officer
PROJECT PHASES TO MOVE FORWARD AND) Marissa Madrigal in concurrence with
ADDRESSING FUNDING SHORTFALLS (JN22-13-) Council President Lynn Peterson
JUN1))

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, the June 2022 Formal MTIP Amendment adds the I-405 Fremont Bridge (Willamette River) West Ramps painting project Preliminary Engineering and Right-of-Way phases enabling the project to commence in early October 2022 with the Construction planned to be added as part of the 2024-27 STIP update; and

WHEREAS, the June 2022 Formal MTIP Amendment adds funding to the Preliminary Engineering and Right-of-Way to the OR141/OR217 American with Disabilities Act (ADA) Curb Ramps improvement project to address exiting funding shortfalls ; and

WHEREAS, a special amendment performance evaluation is not required as the project does not exceeds \$100 million, or is capacity enhancing; 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, both projects still require final approval from the Oregon Transportation Commission which is scheduled to occur on July 14, 2022 in order for final approval to occur from Metro Council

WHEREAS, JPACT approved Resolution 22-5271 consisting of I-405 Fremont Bridge Painting and OR141/OR217 ADA Curbs and Ramps Formal MTIP Amendments 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 22-5271 to formally amend the 2021-26 MTIP to add the I-405 Fremont Bridge Painting project and add funding to the OR141/OR217 ADA Curbs and Ramps Improvement project.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
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 #1

Resolution Number: **22-5271**
 Amendment Type: **Formal/Full**
 Amendment #: **JN22-13-JUN1**
 Total Number of Projects: 2

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22603 New Project	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key 22431	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE</u> Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024



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

Formal/Full Amendment
ADD NEW PROJECT
 Add the new Fremont Bridge O&M project to the MTIP

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22603
Project Name: I-405 Fremont Bridge (Willamette River) West Ramps	1	ODOT Type	Maint	MTIP ID:	NEW-TBD
		Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	US30	Capacity Enhancing:	No	Comp Date:	12/31/2028
		Conformity Exempt:	Yes	RTP ID:	12092
Short Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	1.24	On State Hwy Sys:	I-405	RFFA ID:	N/A
	1.26	Mile Post Begin:	2.84	RFFA Cycle:	N/A
	0.02	Mile Post End:	3.10	UPWP:	No
		Length:	0.26	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:	Yes
STIP Amend #: 21-24-2100			MTIP #: JN22-13-JUN1		

Detailed Description: On I-405 at MP 2.84 to MP 3.10 and US 30 from MP 1.24 to MP 1.26, paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland. (Note: Construction planned for FFY 2025 & 24-27 STIP, estimate at \$103.73 million)

STIP Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.

Programming Notes or Conditions: OTC approval has been indicated in the STIP Impacts Worksheet with approval planned for their June 2022 meeting. The OTC item is required to meet the proof funding and fiscal constraint requirement. Concurrent processing is approved to meet FY 2022 EOY PE obligation needs

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS (89.73%)	ACPO	2023		\$ 10,437,394				\$ 10,437,394
AC-STBGS (89.73%)	ACPO	2024			\$ 113,957			\$ 113,957
								\$ -
Notes: AC-STBGS= Advance Construction State STBG conversion projection. Construction proposed for FFY 2025							Federal Totals:	\$ 10,551,351
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2023		\$ 1,194,606				\$ 1,194,606
State	Match	2024			\$ 13,043			\$ 13,043
								\$ -
							State Total:	\$ 1,207,649
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ 11,759,000
							Year Of Expenditure (YOE):	\$ 115,489,000
Net Phase Funding Change:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ 11,759,000
Phase Percent Change:			0.0%	100.0%	100.0%	0.0%	0.0%	10.2%

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 ODOT fund bridge rehab project to the MTIP.

Amendment Summary:

The formal amendment adds the PE and ROW phase to the 2021-26 MTIP. This is new project. The two phases total \$11,759,000. The construction phase estimate is \$103,730,000. The construction phase will be added to the MTIP through the 2024-27 STIP Update and 2024-29 MTIP Update. The phase estimates were developed as part of the scoping effort. ODOT summarizes the project need as follows: Top paint coat is peeling; some rusting, pack rust, and minor section loss on steel members. If distresses are not addressed in a timely manner, it is hard to catch up due to the size of the bridge. This is a large bridge with an extensive ramp system at each end, so the painting will be done in phases. This business case concentrates on the ramps on the west end of the bridge, 09268, 09268A, 09268B, 09268E, 09268N, 09268S and 09268W.

Painting projects support equity goals by helping to protect steel bridges against corrosion, avoiding costly repairs in the future and lowering life cycle costs, which in turn minimizes transportation user fees needed for maintaining the asset. Raising user fees has a larger negative impact on lower income individuals. Maintaining assets at the lowest life cycle cost frees up transportation revenues for other purposes, such as Active and Public Transportation, Safety, or Enhancement for the 25-27 STIP.

- > OTC approval is required to approve the funds. The funding request is scheduled to go before the OTC during their July 14, 2022 Meeting. The MTIP amendment approval is conditioned upon OTC approval that first must occur. Otherwise, the proof-of-funding verification and fiscal constraint demonstration as required by 23 CFR 450.300-338 will not be properly demonstrated. The MTIP amendment cannot proceed to Metro Council until OTC approval occurs. Therefore, the project will have to progress as a stand-alone project under a separate resolution number and approval timing. Metro Council approval will be requested for their July 21, 2022 meeting.
- > Will Performance Measurements Apply: Safety and Bridge

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.
- > Regional Significant Project: Yes. Federal funds plus Bridge improvements are considered regionally significant
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 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: OTC approval required. Schedule for Jul 14, 2022 OTC meeting. Requires delay to Metro Council as a result until OTC approval occurs.
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment
- > Add Special Performance Evaluation assessment required to be completed: No. The project does exceed the \$100 million threshold, but is an exempt and non-capacity enhancing project. Therefore, the amendment special assessment requirement is not required
- > 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:

- > AC-STBGS = Federal Advance Construction placeholder funds with the estimated final conversion to be State STBGS .
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes - ID as part of the Eisenhower Interstate System
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughways
- > TCM project: No
- > Located on the CMP: Yes



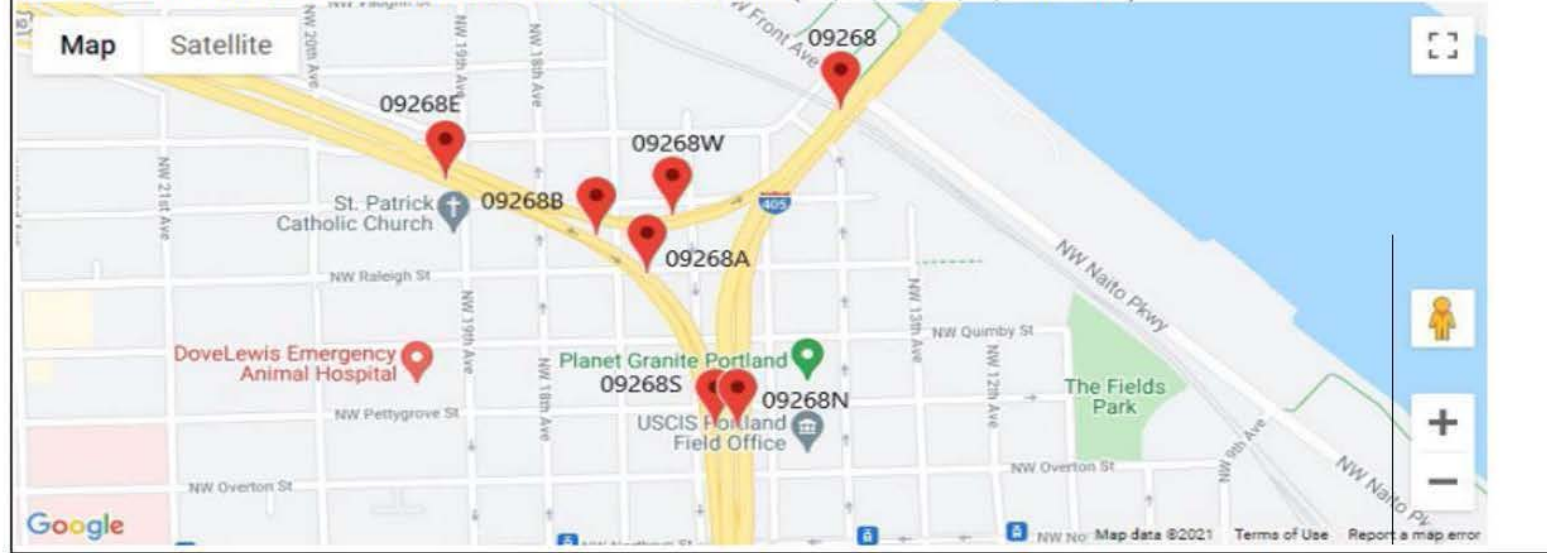
Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	11,632,000.00	89.73%	10,437,393.60	10.27%	1,194,606.40	0.00%	0.00
	PE Totals			100.00%	11,632,000.00		10,437,393.60		1,194,606.40		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	127,000.00	89.73%	113,957.10	10.27%	13,042.90	0.00%	0.00
	RW Totals			100.00%	127,000.00		113,957.10		13,042.90		0.00
Grand Totals					11,759,000.00		10,551,350.70		1,207,649.30		0.00

Project Location (Program Manager) i

ROUTE NAME	HIGHWAY ID	BEGIN MP	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
I-405	061	2.84	3.53	
US30	092	1.24	3.24	

PASTE LINK TO MAP OR PHOTO OF THE PROJECT AREA

CLICK IN THE FIELD BELOW TO BROWSE FOR AND INCLUDE A MAP OF THE PROJECT AREA (JPG, GIF, PNG, GIF, TIF, BMP FORMATS)





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

**Formal/Full Amendment
COST INCREASE**
Add approved OTC funding to the PE
and ROW phases

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22431
Project Name: OR141/OR217 Curb Ramps	2	ODOT Type	Maint	MTIP ID:	71247
		Performance Meas:	No	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:	12095
Short Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.		On State Hwy Sys:	OR141	RFFA ID:	N/A
		Mile Post Begin:	2.57 4.97	RFFA Cycle:	N/A
		Mile Post End:	7.07	UPWP:	Yes
		Length:	2.10	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	0	OTC Approval:	7/12/2022
		STIP Amend #:	21-24-2105	MTIP #:	JN22-13-JUN1

Detailed Description: On OR 141 (Hall Blvd ~~at two location between MP 2.57 to 7.07~~ **MP 4.97 to MP 7.07**) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard 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 is cited as required per the CMR as part of the ODOT annual amendment. Per the CMR, the amendment will be presented to the OTC for approval during their July 14 2022 meeting.

Last Amendment of Modification: Administrative - March 2022 - AM22-13-MAR1 - SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 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		\$ 851,830				\$ 851,830
State STBG - IIJA	Y240	2021		\$ 1,279,257				\$ 1,279,257
AC-STBGS	ACP0	2023			\$ 299,730			\$ -
AC-STBGS	ACP0	2023			\$ 748,348			\$ 748,348
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ -
AC-STBGS	ACP0	2024					\$ 1,304,043	\$ 1,304,043
Notes:							Federal Totals:	\$ 4,183,478
Federal Fund Obligations \$:				\$ 851,830				Federal Aid ID
EA Number:				PE003333				SA00(048)
Initial Obligation Date:				8/31/2021				
EA End Date:				8/31/2026				
Known Expenditures:				Not Available				
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State (IIJA)	Match	2021		\$ 146,417				\$ 146,417
State	Match	2023			\$ 34,305			\$ -
State	Match	2023			\$ 85,652			\$ 85,652
State	Match	2023					\$ 149,254	\$ -
State	Match	2024					\$ 149,254	\$ 149,254
							State Total:	\$ 478,819
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
Phase Totals After Amend:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 1,453,297	\$ 4,662,297
Year Of Expenditure (YOE):							\$	4,662,297
Net Phase Funding Change:			\$ -	\$ 1,425,674	\$ 499,965	\$ -	\$ -	\$ 1,925,639
Phase Percent Change:			0.0%	150.2%	149.7%	0.0%	0.0%	70.4%

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? Adding needed funds to PE and ROW, plus slipping Cons to FFY 2024

Amendment Summary:

The formal amendment adds funds to PE and ROW phases to address funding shortfalls. Per the Change Management Request: Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.

The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.

Scope change: K18841 is in construction and will build the ADA curb ramps as part of this project.

- > 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. Federal fund being applied to a project in the modeling 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: Pending. Approval by the program a manager has occurred. Final approval by OTC schedule for their July 2022 meeting
- > Scope changes included: Yes. Transfer of two site locations to Key 18831. K18841 is in construction and will build the ADA curb ramps as part of this project.
- > Limit changes included: Internal site locations adjusted.
- > Formal/full amendment requirement under Matrix: Cost increase exceeds 30% threshold which triggers the formal amendment.
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt project
- > Exemption Reference: 40 CFR 92.126 Table 2 - Air Quality - Bicycle and pedestrian facilities.

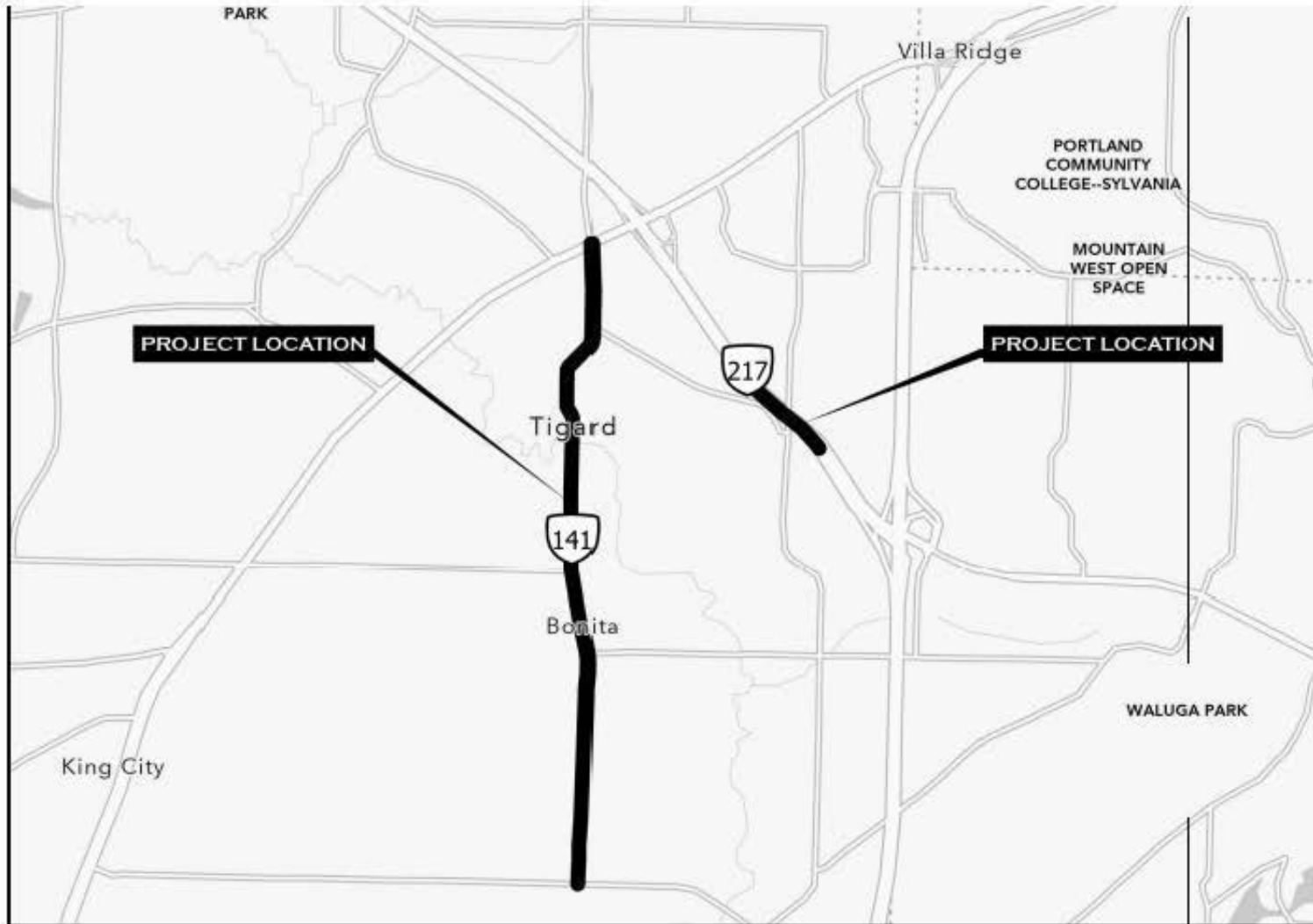
Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT and applied to various eligible projects .
- > State STBG - IJJA = Federal STBG originating from the IJJA bill and applied to eligible projects
- > AC-STBGS = Federal Advance Construction fund type placeholder used until the final federal fund code is committed to the project. In this case, the future federal fund code that will be committed to the project is State STBGS
- > State = General state funds provided by the lead agency as part of the required match.

Other

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

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		60.03%	1,425,674.00	89.73%	1,279,257.28	10.27%	146,416.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	39.97%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals				100.00%	2,375,000.00		2,131,087.50		243,912.50	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	834,000.00	89.73%	748,348.20	10.27%	85,651.80	0.00%	0.00
	RW Totals				100.00%	834,000.00		748,348.20		85,651.80	
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	1,453,297.00	89.73%	1,304,043.40	10.27%	149,253.60	0.00%	0.00
	CN Totals				100.00%	1,453,297.00		1,304,043.40		149,253.60	
Grand Totals							4,662,297.00		4,183,479.10		0.00



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.

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 22-5271

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 within the Resolution 22-5271 bundle

Proposed June 2022 Formal Amendment Bundle #1					
Resolution Number: 22-5271					
Amendment Type: Formal/Full					
Amendment #: JN22-13-JUN1					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22603 New Project	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	ADD NEW PROJECT: The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key 22431	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	COST INCREASE Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

Purpose Statement:

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)

- 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 formal/full MTIP Amendment under Resolution 22-5271 was on the JPACT Consent Calendar. JPACT moved and approved the Consent Calendar without discussion.

The amendment will proceed to Metro Council planned for July 21, 2022. One additional approval step which requires OTC approval for the funding adjustments for both projects. OTC approval is expected without issues on July 14, 2022. OTC approval will provide the proof-o-funding verification and satisfy the fiscal constraint requirement for all formal MTIP amendments.

Project #1 - Key 22603: I-405 Fremont Bridge (Willamette River) West Ramps

- Lead Agency: ODOT
- Project Change(s): [New project being added to the MTIP](#)
- Project Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.
- Amendment Overview:
 - The June #1 Formal amendment Bundle consists of a single new project being added to the MTIP. The project is ODOT's Fremont Bridge west ramps painting project. This is new project being added to the MTIP. Funding supporting the Preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now through this amendment. PE totals \$11,632,000 while ROW totals \$127,000 for a programming total of \$11,759,000. PE is schedule to start during FFY 2023 with ROW commencing in FFY 2024
 - The construction phase is planned to start in FFY 2025. The construction phase will be added to the 2024-27 STIP and 2024-29 MTIP Updates. The preliminary construction phase estimate is \$103,730,000. The total project cost estimate currently is \$115,489,000.
 - The project funding requires approval from the Oregon Transportation Commission (OTC). The item is being scheduled for OTC approval during their July 12, 2022 meeting
 - OTC approval is a condition to add the project to the MTIP. The amendment is being processed under the "concurrent amendment processing" logic. However, OTC approval must first occur before the amendment can proceed to Metro Council for final approval. Because of this, the I-405 Fremont Bridge (Willamette River) West Ramps project will be scheduled for Metro Council at their July 21, 2022 meeting.
 - The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- 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.

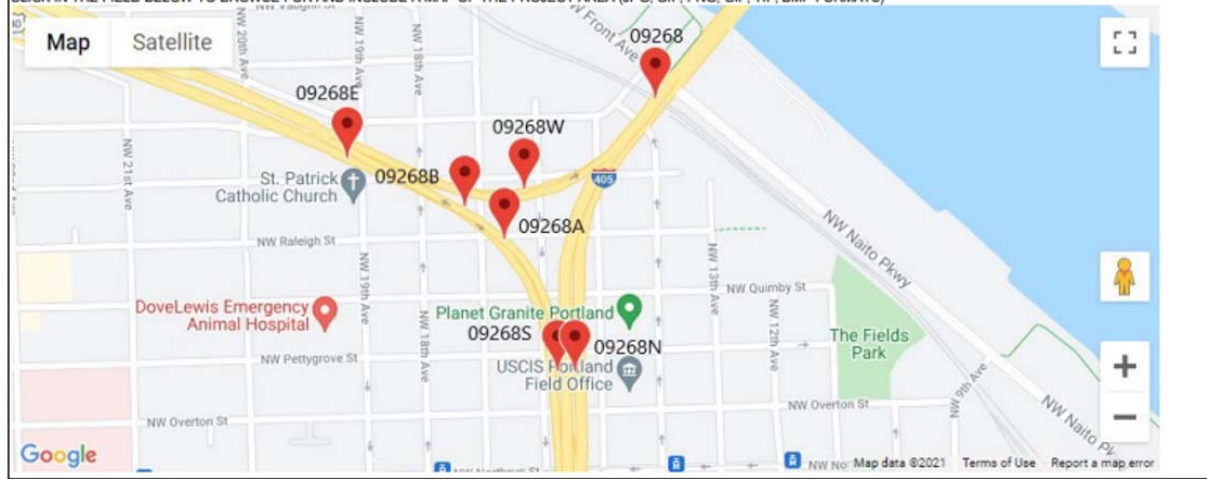


Project Location (Program Manager) i

ROUTE NAME	HIGHWAY ID	BEGIN MP	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
I-405	061	2.84	3.53	
US30	092	1.24	3.24	

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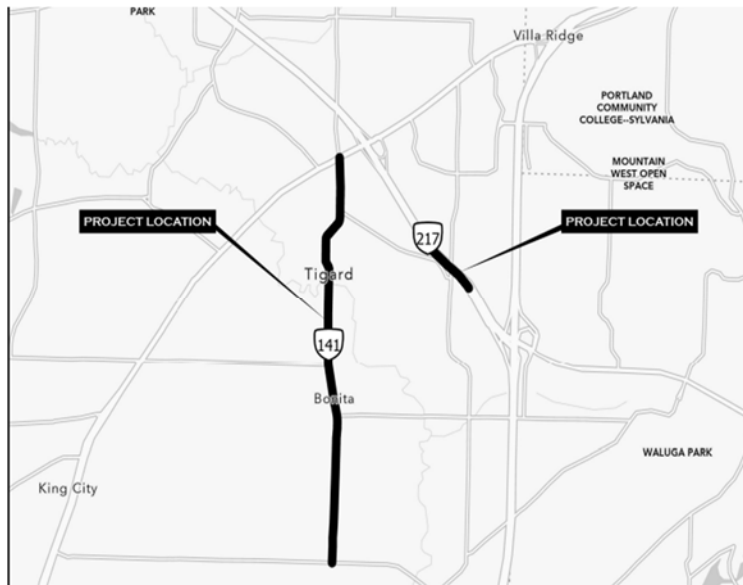


Project #2 - Key 22431: OR141/OR217 Curb Ramps

- Lead Agency: ODOT
- Project Change(s): Existing project requiring funding additions to address PE and ROW phase funding shortfalls
- Project Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.
- Amendment Overview:
 - From the Change Management Request (CMR): Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of

the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.

- \$1,425,674 is being added to the PE phase with \$499,965 added to the ROW phase. This increases the total project cost from \$2,736,658 to \$4,662,297.
- The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.
- OTC approval is required and is scheduled for the July 12, 2022 meeting
- The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- Why a formal/full amendment is required: Cost increases above the 30% threshold require a formal/full amendment to complete the change. The cost change for this project adds \$1,925,639 to the project which equals a 70.4% increase.



**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:

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Fix-It	\$75
Great Streets	\$50
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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.

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
• OTC approval.....	July 14, 2022
• Metro Council approval.....	July 21, 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 22-5271 on June 16, 2022 and now recommends Metro Council provide their final approval to Resolution 22-5271 consisting of a new ODOT project and a cost increase adjustment to their OR141 ADA Ramps improvement project

No attachments

Agenda Item No. 3.2

**Resolution No. 22-5272, 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
Needs (JN22-14-JUN2)**

Consent Agenda

Metro Council Meeting
Thursday, July 21st, 2022

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 7, 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 ____ day of _____ 2022.

Lynn Peterson, 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 IJA 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.).			Capacity Enhancing:	No	Comp Date:	12/31/2026
			Conformity Exempt:	Yes	RTP ID:	12096
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)			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 - Preservation of the ROW for a future HCT is considered regionally significant and 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 be 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	
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	
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	
Grand Totals							25,556,438.00		22,931,791.82		2,624,646.18

**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 IJJA 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 to the 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

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.

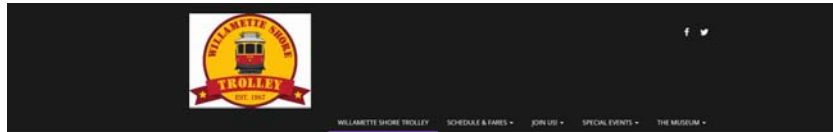
Project #1. Key – New TBD: Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)

- 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, there is a link to the table: "fy-2022-full-year-appropriation-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 Appropriations", "Appropriations Overview", and "Archived Appropriations". 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.

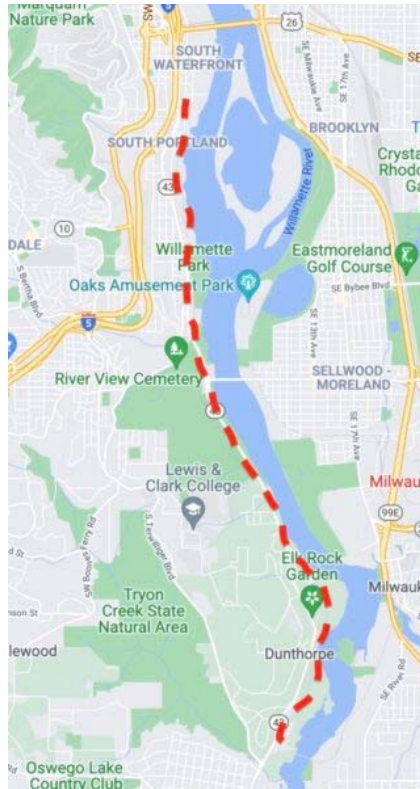
You will be riding on a historic rail line dating from the late 1800s. The tunnel dates from 1912. At one time electrified interurbans ran on this line from Portland to Oswego and on to Hillsboro, McMinnville, and Corvallis. The Vintage Trolley itself is a replica trolley in the style of Portland's own 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

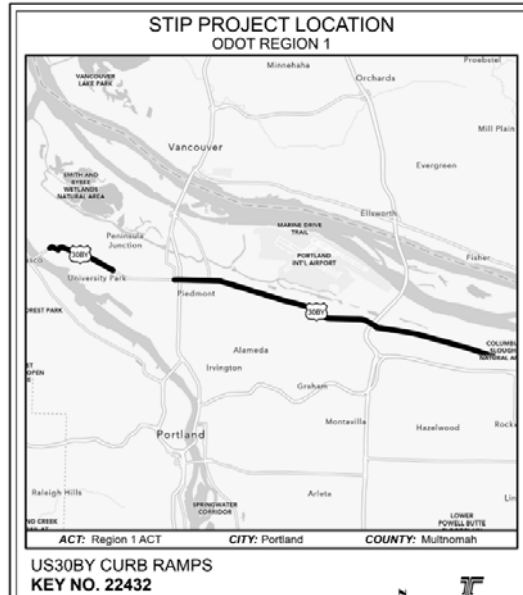
[Click Here for Google Maps Directions](#)





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

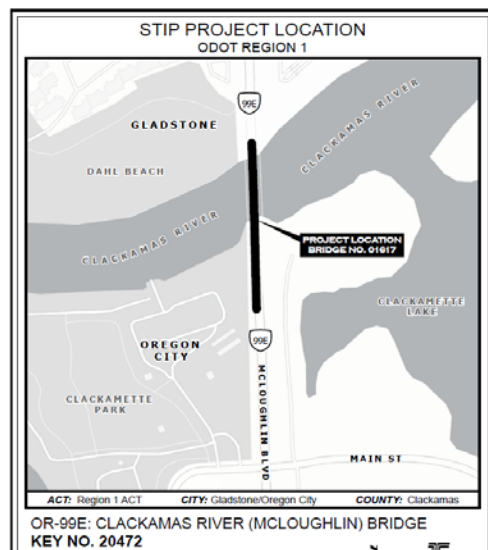
Commission Requests:

- **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 – IJA 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 IJA 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 IJA funding to selected projects across various programs in the 21-24 STIP. The additional IJA 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 IJA 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	IJA Arts	\$9,046,927.03	\$9,808,012.43
20335	1	Central Systemic Signals and Illumination (COOT)	Var	Var		Safety	IJA Arts	\$5,296,963.70	\$6,046,394.70
20472	1	OR99E: Clackamas River (McLoughlin) Bridge	11.13	11.27	01617	Bridge	IJA Bridge	\$250,000.00	\$1,249,000.00
20209	2	OR1268 at 54th St. (Springfield)	6.03	6.03		Safety	IJA Arts	\$1,641,300.00	\$2,141,300.00
21301	2	Center St.: Lancaster Dr. to 45th Pl. NE				Modernization	IJA Arts	\$2,958,366.00	\$3,258,366.00
21560	2	OR18: SE Cruickshank Rd	48.59	48.59		Safety	IJA Arts	\$1,336,600.00	\$1,986,600.00
21778	2	City of Springfield signal enhancements (state highways)	Var	Var		Safety	IJA Arts	\$994,138.00	\$1,794,138.00
19062	2	I-5: Aurora-Donald Interchange (Exit 278), Phase 1(a)	Var	Var		Modernization	IJA Enhance	\$23,732,053.40	\$27,332,053.40
20166	3	I-5 & OR188E: Variable Message & Curve Warning Signs	Var	Var		Operations - ITS	IJA 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	IJA 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	IJA Arts	\$12,360,700.00	\$13,060,372.00
22562	3	I-5: Sexton Pass Curve Warning sign	70.1	70.1		Operations - ITS	IJA Arts	\$1,750,000.00	\$4,050,328.00
22520	4	US97: Dover Ln - Bear Dr Safety Improvements	100.5	97.5		Safety	IJA Arts	\$250,000.00	\$4,750,000.00
21229	4	US97 and US20 Bend North Corridor	Var	Var		Modernization	IJA 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	IJA 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

Agenda Item No. 3.3

**Consideration of the April 26, 2022 Council Meeting
Minutes**

Consent Agenda

Metro Council Meeting
Thursday, July 21st, 2022

Council meeting

Minutes

June 23, 2022

Metro

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



Metro

Minutes

Thursday, June 23, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
929-205-6099 (toll free)

Council meeting

Minutes

Council meeting

June 23, 2022

1. Call to Order and Roll Call

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

Present: 5 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

Excused: 2 - Council President Lynn Peterson, and Councilor Duncan Hwang

2. Public Communication

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

Liam from Sunrise PDX, Lucia from Sunrise PDX, Row from Sunrise PDX, and Ukiah Sunrise PDX testified against the LPA for the IBRP, citing its potential to increase greenhouse gas emissions.

3. Consent Agenda

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

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 3.1 Resolution No. 22-5270, For the Purpose Confirming Appointment of Community Representatives to the Metro Central Community Enhancement Committee
- 3.2 Consideration of the April 21, 2022 Council Meeting Minutes
- 3.3 Consideration of the April 14, 2022 Council Meeting Minutes

4. Resolutions

4.1 Resolution No. 22-5275, For the Purpose of Adopting the Reimagining

Policing, Security, and Incarcerated Labor Vision for Justice and Belonging

Deputy Council President Lewis introduced Marissa Madrigal [she/her/ella] to present to Council.

Staff pulled up the [*Reimagining Policing, Security, and Incarcerated Labor Project*] to present to Council.

Staff's presentation explained how their plan to:

- Reduce current harm
- Align with agency & regional plans
- Create welcoming spaces & stable communities

Council Discussion:

Councilor Rosenthal reiterated his full-fledged support for the resolution, though he had questions around the wording used in the resolution. He specifically pointed to the use of the term "living wage," and asked why other terms like "minimum wage" or "fair or equitable wage" instead. Councilor Rosenthal was specifically concerned about the potential to misinterpret or reinterpret the wording in a way that would weaken the resolution. He also asked about the term "communities," rather than "communities and individuals."

Staff explained that the term "living wage" is a term with an accepted "model," and they decided upon that term to create more consistency within the department. Staff acknowledged Councilor Rosenthal's recommendations.

Councilor Craddick asked what actions staff would recommend in order to realize the vision they presented to

Minutes

Council meeting

June 23, 2022

Council, though she did not expect an immediate answer. She also asked if staff would bring more specific actions to Council at a later date.

Staff explained that much work is still left to be done. However, Punneh Abdolhosseini added that they have recommended that departments “really think through what

it means to build a foundation for long-term sustainability in this work.” Staff confirmed that they would bring more specific items as their work moves forward.

Councilor Gonzalez asked, given that Metro is not directly involved in law enforcement, how staff planned to “convene” those who are directly involved like: mayors, county chairs, commissioners, police chiefs, etc.

Reed Brodersen explained that staff would most likely start the work of “regional convening” in places like the Tri-County Advisory Body, and work on implementing their vision in areas that Metro has direct influence, like affordable housing and transportation.

Deputy Council President Lewis asked for more information regarding the potential need for “professionalization of our security team.” She also asked if any budget asks for this work would be in regular cycle with the next budget. She also asked if staff had enough support from HR in their work group. Reed added that yes, the deputy director of HR is on their committee.

Councilor Rosenthal asked why the prosecutorial system was not mentioned.

Staff explained that it was not intentionally left out, and it was not as high a priority as other items.

Deputy Council President Lewis asked for more

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Council meeting

June 23, 2022

information on the bullet point: *Planning Still Disconnects Community and Supports Displacement*.

Staff promised to follow up with Council in writing.

A motion was made by Councilor Craddick, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

- 4.2 Resolution No. 22-5269, For the Purpose of Approving the Parks and Nature Bond Large Scale Community Visions Pilot Program Handbook

Deputy Council President Lewis called on [Jon Blasher] [he/him], Metro Director of Parks and Nature and MG Devereux [he/him] Deputy Director of Parks and Nature, to present to Council.

Staff pulled up the [*Large Scale Community Visions Presentation*] to present to Council.

The presenters explained the scope and vision for the LSCV program.

Council Discussion:

Councilor Craddick asked for reassurance that this project would bring more nature to urban areas that need it, and that these spaces would receive regular maintenance and protection. She also recommended that staff consider the varied financial capacities of the different partner cities.

Jon reassured Council that long-term maintenance was a part of this project, and that this would not take away from any ongoing projects and commitments.

Councilor Rosenthal asked if there are procedures in place to update the handbook after its adoption.

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Council meeting

June 23, 2022

Staff explained such a process, through the COO's office or via Council's recommendation, and explained that they have committed to returning to Council with more specific policy questions during phase one of the project.

Councilor Gonzalez expressed his appreciation for staff's work, and his support for the project.

Deputy Council President Lewis pointed out Metro's seeming bias towards riparian zones, and asked if staff would ensure that other forms of natural habitat would be equally valued in their analyses.

Jon assured that, though riparian zones are one of their primary focuses, they understood the importance of other ecosystems and would properly weight their impact.

Councilor Rosenthal asked if staff had considered an emphasis on connectivity between regional habitats of various types.

Staff answered yes, and they offered to provide more specific examples at a later date.

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 4.3 Resolution No. 22-5259, For the Purpose of Amending the FY 2021-22 Budget and Appropriations Schedule and FY 2021-22 Through FY 2025-26 Capital Improvement Plan to Provide Changes in Operations

Deputy Council President Lewis called on [Cinnamon Williams] [she/her], Metro Financial Planning Director, to

Minutes

Council meeting

June 23, 2022

present to Council.

Staff pulled up the [*June Budget Amendment Council Presentation*] to present to Council.

Cinnamon outlined the amendments to the 2021-22 Consolidated Budget.

Council Discussion:

Councilor Craddick asked for clarification, that the resolution being discussed would amend the 2021-22 budget.

Staff answered yes.

Deputy Council President Lewis asked if the \$1.7 million in WPES' budget that has been appropriated to 8 capital projects from the land acquisition budget became available after they decided not to purchase a certain site.

Staff answered yes.

A motion was made by Councilor Rosenthal, seconded by Councilor Craddick, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

5. Ordinances (Second Reading and Vote)

- 5.1 Ordinance No. 22-1479, For the Purpose of Annexing to the Metro District Boundary Approximately 11.06 Acres Located at 17433 SW Brookman Road in Sherwood

A motion was made by Councilor Craddick, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,

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Council meeting

June 23, 2022

Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

- 5.2 Ordinance No. 22-1480, For The Purpose Of Annexing To The Metro District Boundary Approximately 40.10 Acres Located At 13580 & 13794 SW Roy Rogers Road In Tigard

Councilor Rosenthal disclosed an ex parte contact with a constituent.

Council did not object to this contact and Metro Attorney Carrie MacLaren recommended that Council proceed with the ordinance.

A motion was made by Councilor Rosenthal, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

Excused: 2 - Council President Peterson, and Councilor Hwang

6. Chief Operating Officer Communication

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

- With Elissa Gertler's departure, Andy Shaw would become the interim director in Planning, Development, and Research. Tyler Frisbee would replace him as interim director of Government Affairs.
- Music on Main at Portland Center for the Arts will be on July 13th, and free outdoor concerts will be held every Wednesday between July 13th and August 24th.
- Over the summer, the Oregon Zoo will be offering zoo nights every other Friday.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** updated Council regarding the Tigard UGB and the Parks and Nature Bond presentations. There will also be a ground breaking on 6/30 at the Wish Camper.
- **Deputy Council President Lewis** updated Council regarding another opening for senior housing on 6/27. She also updated Council regarding an expert panel on modeling climate change in transportation that took place on 6/22.
- **Councilor Rosenthal** commented on the expert panel, that he found it very informative.
- **Councilor Craddick** commented on the expert panel, how it has gotten her to ask if we are all doing enough to stop the climate crisis.
- **Councilor Gonzalez** also shared thoughts about the panel and other presentations from the past few weeks. He specifically mentioned a presentation from Elliot Rose regarding the decline in public transit ridership, and how that affects our ability to meet our climate goals.
- **Councilor Nolan** added to Councilor Craddick's thoughts. She believes that Council has asked these questions, and that the capacity to do more exists. However, they have faced resistance from the people who want projects to move forward.
- **Councilor Rosenthal** specifically mentioned a commenter from Colorado who said that adding transit does not alleviate congestion, it just allows more people to travel.

Minutes

Council meeting

June 23, 2022

8. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 3:46 p.m.

Respectfully submitted,

Nathan Kim

Your Name, Legislative Assistant

Agenda Item No. 5.1

**Ordinance No. 22-1481, For the Purpose of Annexing to
the Metro District Boundary Approximately 23.85 acres
located in the vicinity of SW Frog Pond Lane in Wilsonville**

Ordinances (Second Reading and Vote)

Metro Council Meeting
Thursday, July 21st, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 22-1481
METRO DISTRICT BOUNDARY)
APPROXIMATELY 23.85 ACRES LOCATED IN) Introduced by Chief Operating Officer
THE VICINITY OF SW FROG POND LANE IN) Marissa Madrigal with the Concurrence of
WILSONVILLE) Council President Lynn Peterson

WHEREAS, West Hills Land Development LLC has submitted a complete application for annexation of 23.85 acres located in the vicinity of SW Frog Pond Lane in Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Wilsonville area to the urban growth boundary (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 June 30, 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 June 9, 2022, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ___ day of July 2022.

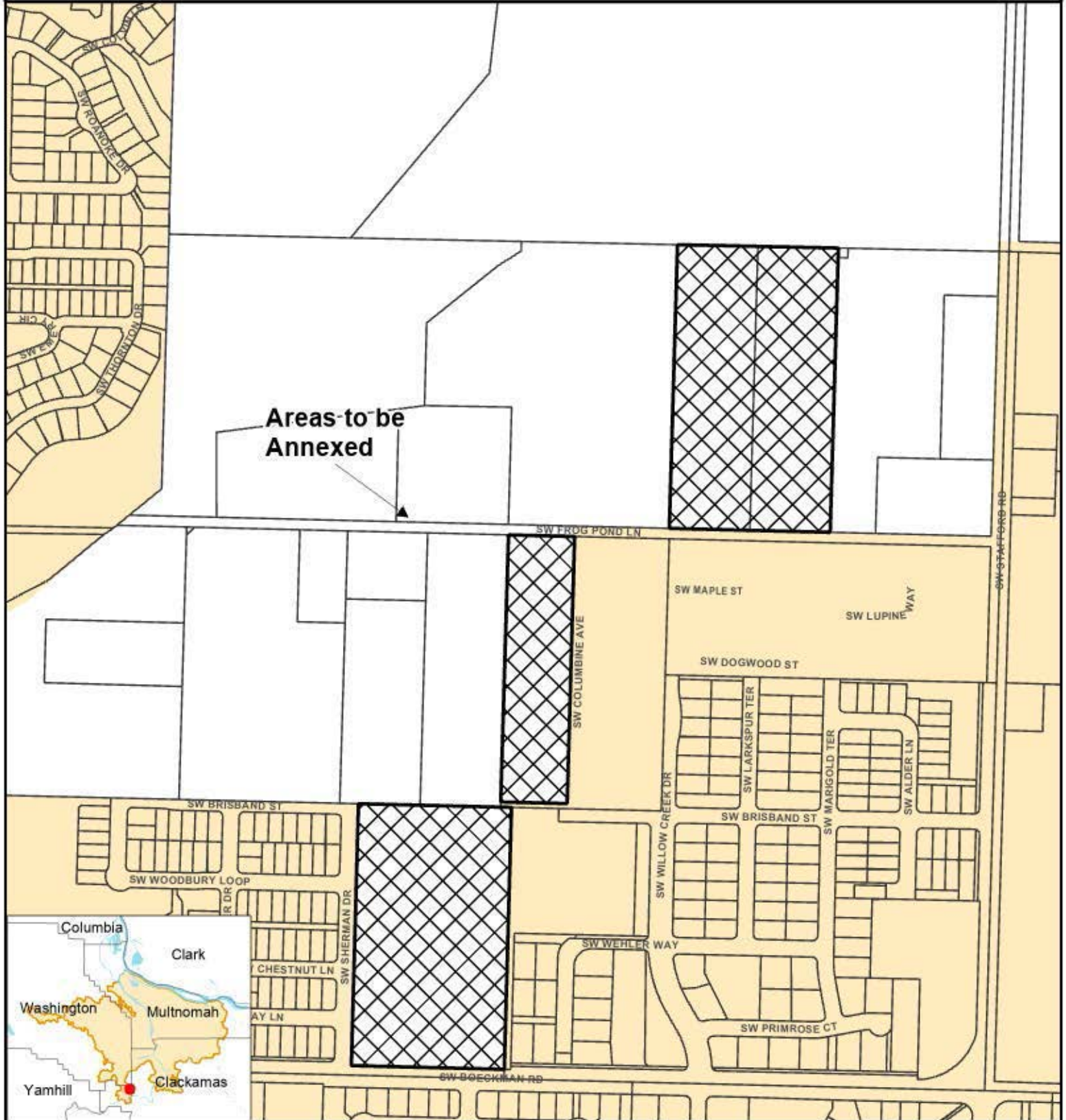
Lynn Peterson, Council President

Attest:

Approved as to form:

Connor Ayers, Recording Secretary

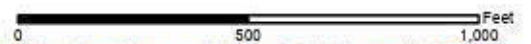
Carrie MacLaren, Metro Attorney



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

- Metro district boundary
- Taxlots

Proposal No. AN0422



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. 22-1481, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 23.85 ACRES LOCATED IN THE VICINITY OF SW FROG POND LANE IN WILSONVILLE

Date: June 9, 2022
Department: Planning, Development & Research

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0422, Annexation to Metro District Boundary

PETITIONER: West Hills Land Development LLC
3330 NW Yeon Ave, Suite 200
Portland, OR 97210

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

LOCATION: The land area is approximately 23.85 acres in size, is located in the vicinity 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 urban growth boundary (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 23.85 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. 22-1481.

Agenda Item No. 6.1

State Legislative Affairs Update

Other Business

Metro Council Meeting
Thursday, July 21st, 2022

STATE LEGISLATIVE AFFAIRS UPDATE

Date: June 12, 2022

Department: GAPD

Meeting Date: July 21, 2022

Prepared by: Anneliese Koehler,

Legislative Affairs Manager and Jenna

Jones, State and Regional Affairs Advisor

Presenter(s) (if applicable): Anneliese Koehler, Legislative Affairs Manager and Jenna Jones, State and Regional Affairs Advisor

Length: 30 minutes

ISSUE STATEMENT

This work session is the first opportunity to discuss Metro Council's objectives for the 2023 Oregon legislative session. The current political climate and proposed legislative priorities will be discussed. Additional concepts will be presented at subsequent work sessions in the fall.

ACTION REQUESTED

The Council may wish to discuss specific legislative concepts or principles or direct staff to develop additional legislative concepts before adopting its legislative agenda prior to the start of the 2023 legislative session.

IDENTIFIED POLICY OUTCOMES

Support Metro's policy goals through engagement with the Oregon State Legislature.

POLICY QUESTION(S)

- Does the Council wish to confirm or change previous policy direction under which staff is currently operating with respect to issues that are likely to surface in 2023?
- Are there additional topics which the Council would like to adopt legislative positions?
- Are there particular legislative positions that the Council would like staff to prioritize in 2023?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Elections

As staff prepares for the 2023 legislative session, there is a fair amount of uncertainty about future political dynamics. For the first time in eight years, there is an open seat for Governor and a viable third-party independent candidate. In addition, recent redistricting has resulted in a significant number of longstanding legislative members running for other seats at the state and congressional level. For example, nearly two-thirds of the Oregon House will have served one term or less when they gavel into session in February.

Legislative Makeup and Power Shifts

This session will also mark significant leadership change in Salem. Last short session, longest serving Speaker of the House Tina Kotek stepped down to run for Governor. The longest serving lawmaker, Senate President Peter Courtney is also not seeking re-election. Oregon will have a new Senate President for the first time in twenty years. Redistricting also adds to the sense of uncertainty because it is less clear what the likely party makeup will be in each chamber. For the past decade, Democrats have had a majority and at times, a super majority, in both chambers. Typically, only a few seats in each chamber are in play. With redistricting, however, there remains additional unknowns and there is a higher possibility of a more significant change.

Legislative Outreach

With so many changes anticipated, staff has been working to ensure that current and incoming legislators are aware of Metro's priorities and understand the various areas of interest. For example, we've been partnering with local jurisdictions to create a land use 101 for legislators and lobbyists to increase their expertise and understanding of this complex issue. In addition, now that primaries are over, we've started to reach out to legislative candidates to ensure they know about Metro and our role in the region and the state. We also continue to meet with current legislators to discuss our priorities.

State Legislative Priorities

Unlike prior sessions, we anticipate that this next session will not be dominated by COVID-19 response. Barring any significant public health changes, it will certainly continue to be a topic, but it is unlikely to be the main focus of session. We think that housing and homelessness, climate resiliency, infrastructure and economic recovery will likely be main primary conversation drivers this upcoming session. In addition, budget will also be top of mind for many in the building. The current economic forecast for the upcoming biennium is rosy but that doesn't take into account the significant infusion of one-time federal funds that are unlikely to be repeated. The state funded a significant number of "one-time" programs that many would like to see become permanent.

Next Steps

We anticipate that this legislative agenda setting process will be iterative. Prior to this Council work session, we met with department leadership to begin to hear their recommendations for Council's legislative priorities. After receiving this initial direction, staff plans to spend the next few months meeting with our local jurisdictional partners, our state partners, and our community-based partners to share our initial thoughts on priorities as well as learn what our partners are pursuing. As part of our commitment to racial equity, part of our outreach will be to culturally-specific and Black, Indigenous, and People of Color organizations to ensure that we are incorporating, as appropriate, their legislative priorities. We plan to return to Council in the fall with a more robust set of priorities for your continued deliberation.

BACKGROUND

Council adopts a State Legislative Agenda and State Legislative Principles annually. This is the first meeting to discuss the next iteration of Council's legislative priorities and principles.

ATTACHMENTS

N/A

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? [INSERT]

Agenda Item No. 6.2

**Update on Regional Flexible Funds Allocation and Parks
Bond Coordination**

Other Business

Metro Council Meeting
Thursday, July 21st, 2022

WORK SESSION STAFF REPORT

OVERVIEW OF BOND TRAILS GRANT PROPOSALS

Date: July 12, 2022
Department: Parks and Nature
Meeting Date: July 21, 2022

Prepared by: Robert Spurlock,
robert.spurlock@oregonmetro.gov
Presenters: Dan Moeller, Robert Spurlock
Length: 45 minutes

ISSUE STATEMENT

This is a follow-up work session to the June 28th work session where Council discussed the Regional Flexible Funds and Parks and Nature Bond Trails Grant process. Council requested this follow-up work session as an opportunity for Parks and Nature staff to present an overview of each of the 15 project proposals requesting bond funding.

ACTION REQUESTED

Parks and Nature staff will bring a funding package to Council in September for approval. The July 21 work session is an opportunity for Council to learn more about each of the 15 projects. Staff will deliver a slideshow that summarizes each of the 15 funding requests, including how each project would meet Council's policy objectives, and a brief summary of public comments received for each project.

Introduction

Metro Council will be requested to take action later this year on two funding allocations. One is the 2025-2027 Regional Flexible Funds Allocation (RFFA) to a package of transportation projects. The other is a package of trails projects to be funded through the Metro Parks and Nature bond measure, approved by voters in 2019.

A combination of policy direction, technical information and public input is used in developing a recommendation of these packages for funding. Current policy direction and program process provides some latitude in how these inputs can be used in shaping funding investments that best serve the region's needs. Staff is seeking input from Council on outcomes you wish to see brought forward in the funding packages on which you will take action.

Process and timeline

Identifying projects funded through the RFFA follows a previously established process. Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) serve jointly as the Metropolitan Planning Organization (MPO) board and are responsible for investment of the region's federal transportation funding. The Transportation Policy Alternatives Committee (TPAC) develops a funding recommendation for JPACT's consideration and approval. Metro Council then takes action to either adopt the JPACT-approved investment list or refers it back to JPACT.

The project selection process for the Parks and Nature bond trail grant program is similar but not identical to the RFFA process. The two funding programs share the same outcomes evaluation, risk assessment and public comment processes. Additionally, the Coordinating Committees' lists of priorities will also inform both funding decisions.

The primary difference between the two selection processes is that while JPACT approves the recommended RFFA project list, the final bond project list is entirely a Metro Council decision. While Council will consider input from JPACT on the bond project list, it is Metro COO Marissa Madrigal who will recommend the final bond project list to Council.

For the Parks Bond allocation, Metro staff proposes to compile a menu of draft project list scenarios in June, drawing from the outcomes evaluation and risk assessment, input from the July and August TPAC and JPACT meetings, the public comment report, and the Coordinating Committees' priority lists will inform subsequent draft funding scenarios, culminating in a final staff recommendation to Council in September.

TPAC and JPACT will discuss and consider different RFFA funding approaches through July and August, with action to approve a funding list scheduled for September. Metro Council is scheduled to consider and take action on JPACT's approved list on October 13, 2022.

Sources of input to inform funding decisions

Reaching a final decision on which projects receive funding is a process of gathering and reviewing multiple sources of information on the projects themselves, combined with considering regional and federal policy directives specific to this process. All the projects under consideration have been identified previously in the RTP or through regional trails system plan and 2019 Parks and Nature bond processes. As such, they are all important to the creation of the region's envisioned transportation and trails systems.

Outcomes Evaluation –The Outcomes Evaluation is a technical report of the candidate projects' ability to achieve the region's investment priorities. Metro Council adopted these priorities through the 2018 Regional Transportation Plan (RTP) and in referring to the ballot the Parks and Nature Bond Measure, which voters approved in 2019. Subsequently, a work group comprised of TPAC representatives, agency staff and community organization representatives provided input to the development of performance measures and assisted in creation of the Outcomes Evaluation report.

There are five primary criteria areas in the Outcomes Evaluation, based on the policy priorities noted above. The **Equity, Safety, Climate and Congestion Relief** criteria are based on the 2018 RTP Investment Priorities¹. The **Trails** criteria are identified in the Bond Measure language². The Equity, Safety and Climate areas were used in rating all the projects. The Congestion Relief criteria was used only for RFFA projects, and the Trails criteria was

¹ 2018 Regional Transportation Plan, Chapter 6

² Metro Council Resolution 19-4988, Exhibit F

only used for Trails Bond projects. Each criteria area was weighted equally for the purposes of the Outcomes Evaluation.

The Outcomes Evaluation report illustrates how projects performed in each of the relevant criteria areas, as well as an overall rating. Project ratings follow a GOOD | BETTER | BEST structure. Structuring the report in this manner provides decision makers with information to better understand how well projects advance specific regional priorities. The projects are rated in comparison to the other projects within their specific category. Projects requesting consideration for either funding source are shown in the relevant category for both funding types.

Risk Assessment – Following practice established for the 2022-2024 RFFA, Metro is working with Kittelson and Associates to conduct a risk assessment of the project proposals. This evaluation measures the thoroughness of projects' scoping, timeline and budget, and identifies any associated risks to the project being completed as indicated in the proposal. The risk assessment is intended to help ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications. The initial risk assessment findings have been shared with applicants. They have the opportunity to amend their proposal following the initial risk assessment report to address any findings. The final risk assessment report will be presented to TPAC and JPACT in July.

Public Comment – A 30-day public comment period concludes on June 21. This provides the opportunity for members of the general public, community organizations and local jurisdictions to provide insights and information beyond that included in the project application materials and to demonstrate support for specific projects and staff have worked to publicize this opportunity as broadly as possible.

Coordinating Committee Prioritization – Gathering input from local jurisdictions via their county coordinating committees is the final source of information used in helping shape the funding decision. Coordinating committees may indicate which of the projects submitted from their represented jurisdictions are their priorities to be considered for funding and articulate additional project benefits they believe were not adequately captured by the Outcomes Evaluation. The deadline for coordinating committees to submit communication to Metro on their priorities is July 22.

RFFA Objectives – Included in the 2025-2027 RFFA Program Direction are ten objectives that define how the RFFA process should be conducted and what outcomes should be achieved through the overall allocation process. Two of these objectives in particular influence how a final selection of projects is determined. One objective directs projects should be selected for funding from throughout the region without a predetermined suballocation or formula. Another objective is to recognize the needs of projects at various stages of planning, development and construction. Part of the TPAC and JPACT deliberation will be to ensure the funding allocation they approve is consistent with all the RFFA objectives.³

³ See Appendix B following this memo, or the [2025-2027 RFFA Program Direction](#) for a full listing of the RFFA Objectives

These information sources of project performance, stakeholder input and regional objectives are used together to arrive at a final package of projects for Council consideration.

Next steps and schedule

Staff is preparing for upcoming discussions with TPAC and JPACT in July, August and September. To help inform the discussion of which projects are to be awarded funding, staff intend to develop two or more draft funding proposals for TPAC and JPACT discussion and consideration. These proposals are intended to illustrate different approaches to awarding funds.

Potential options for these proposals include looking at funding projects based on the project's overall ratings, looking at the results of funding the top performing projects across all criteria areas. Other proposals could consider funding projects that rate highly in one or two specific criteria areas, regardless of their overall ratings. Using this approach gives decision makers the opportunity to compare different approaches to achieving regionally identified outcomes. Initial proposals could also be adjusted to incorporate other allocation process inputs such as public support, Coordinating Committee priorities, providing for an adequate distribution of project benefits across the region, or a desired balance of project development and project construction investment. Finally, staff will perform a technical screen of proposed packages to ensure technical criteria are met such as having an adequate number of projects that eligible for the component federal funding sources that make up the RFFA process.

In the TPAC and JPACT discussions, members will consider and refine these proposals to reach an agreement for the list of RFFA projects to be sent to Metro Council for their consideration. Their input will also be used to inform the staff recommendation to Council for projects to be funded through the Bond funding.

Table 1
RFFA Step 2 project selection schedule

July	8 – TPAC 14 – TPAC workshop 21 – JPACT	Present final risk assessment report, public comment report, discuss initial draft staff proposals Coordinating committees identify priority projects (due July 22)	
August	5 – TPAC 18 – JPACT	RFFA Refined draft staff recommendation, w/CCC priorities. Draft Council legislation	Bond Metro staff finalize funding proposal, incorporating input from JPACT. Metro COO recommends Bond Trails Grant project list to Council

September	2 – TPAC ACTION 15 – JPACT ACTION TBD – Council ACTION	Recommendation to JPACT Approved project list to Council	Council approves and adopts Bond Trails Grants project list
October	13 – Council ACTION	Final adoption of 25-27 RFFA funding allocations	

draft

Questions for Council discussion

1. Based on the information presented today, is there any additional input Council wishes to add?
2. In addition to the 5 outcomes, are there any other outcomes Council would like accomplish through this funding allocation process?
3. Is there specific information Councilors wish to communicate to TPAC and JPACT to help inform their discussions?

draft

Appendix A – RFFA/Trails Bond Project Outcomes Ratings

In this example, projects are sorted by their Overall rating within each funding category.

25-27 RFFA/Trails Bond project ratings				Legend:						
Project	Applicant	Fund Source	Requested amount	BEST Equity	BETTER Safety	GOOD Climate	Con. Rel.	Trails	Overall	
Trails Bond Planning/PD projects										
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%	
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%	
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%	
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%	
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%	
Trails Bond Construction projects										
Council Ck Trail	Washington Co	Either	\$ 5,511,000	67%	92%	67%	N/A	82%	77%	
Trolley Trail	NCPRD	Bond	\$ 624,250	67%	71%	56%	N/A	88%	70%	
NP Greenway (Col to Cath)	PPR	Either	\$ 2,647,950	78%	83%	44%	N/A	71%	69%	
Gresh-Fairview Trail	Gresham	Bond	\$ 4,167,723	67%	79%	56%	N/A	65%	67%	
Marine Dr Trail	PPR	Either	\$ 2,161,124	56%	71%	56%	N/A	59%	60%	
NP Greenway (Kelley to Slough)	PPR	Either	\$ 3,483,699	56%	58%	44%	N/A	56%	54%	
Cornfoot Rd	PBOT	Either	\$ 5,225,500	56%	46%	44%	N/A	59%	51%	
Sandy River Greenway	Troutdale	Bond	\$ 1,945,800	22%	67%	44%	N/A	47%	45%	
Clackamas River Trail	Happy Valley	Bond	\$ 666,175	33%	42%	11%	N/A	29%	29%	
RFFA Planning/PD projects										
I-205 MUP	Clackamas Co	RFFA	\$ 935,884	78%	71%	56%	71%	N/A	69%	
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	79%	N/A	68%	
Allen Blvd	Beaverton	RFFA	\$ 723,670	67%	50%	67%	79%	N/A	66%	
Fanno Ck Trail	Tigard	RFFA	\$ 1,606,705	67%	50%	56%	54%	N/A	57%	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	67%	N/A	54%	
Troutdale Rd	Multnomah Co	RFFA	\$ 1,720,000	56%	58%	44%	50%	N/A	52%	
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	54%	N/A	51%	
Lakeview Blvd	Lake Oswego	RFFA	\$ 450,036	67%	13%	56%	13%	N/A	37%	
RFFA Construction projects										
162nd Ave	Gresham	RFFA	\$ 7,316,080	100%	83%	67%	79%	N/A	82%	
MLK Blvd	PBOT	RFFA	\$ 5,532,955	78%	63%	78%	88%	N/A	76%	
Council Ck Trail	Washington Co	Either	\$ 5,511,000	67%	92%	67%	79%	N/A	76%	
NP Greenway (Col to Cath)	PPR	Either	\$ 2,745,541	78%	83%	44%	79%	N/A	71%	
Beaverton Creek Trail	THPRD	RFFA	\$ 1,774,575	78%	71%	56%	79%	N/A	71%	
7th Ave	PBOT	RFFA	\$ 10,692,227	56%	71%	67%	79%	N/A	68%	
148th Ave	PBOT	RFFA	\$ 7,100,335	89%	63%	67%	54%	N/A	68%	
57th Ave-Cully Blvd	PBOT	RFFA	\$ 7,643,201	67%	63%	67%	71%	N/A	67%	
Marine Dr Trail	PPR	Either	\$ 2,770,252	56%	71%	56%	79%	N/A	65%	
Sandy Blvd	Multnomah Co	RFFA	\$ 20,660,000	44%	63%	67%	79%	N/A	63%	
Taylor's Fy Rd	PBOT	RFFA	\$ 10,124,236	56%	58%	56%	67%	N/A	59%	
Cornfoot Rd	PBOT	Either	\$ 6,698,345	56%	46%	44%	83%	N/A	57%	
NP Greenway (Kelley to Slough)	PPR	Either	\$ 4,465,605	56%	58%	44%	54%	N/A	53%	
Willamette Falls Dr	West Linn	RFFA	\$ 3,497,580	33%	63%	56%	54%	N/A	51%	

Appendix B – RFFA funding objectives

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.

Identify opportunities for leveraging, coordinating, and collaboration.

[For work session:]

- Is legislation required for Council action? No
- What other materials are you presenting today? Powerpoint presentation.

Materials following this page were distributed at the meeting.



Metro



Metro State Legislative Agenda Setting

Anneliese Koehler and Jenna Jones

July 19, 2022

Setting the stage: what will session look like?

- Potential Legislative Make-up Shift
- Legislative Leadership Changes
- Governor Unknown
- Will session be in person or virtual?

Possible State Legislative Priorities

Issues likely to be the state's focus of session:

- Housing/Homelessness
- Climate Resiliency
- Infrastructure
- Economic Recovery

Ballot measures may impact the session.

Possible Metro Legislative Priorities

Housing

- Private Activity Bonds
- Funding Resources for Housing At-Large
- Housing Supply Fixes

Solid Waste

- Focus on implementing SB 582 (2021)
- Electronic Recycling
- Abandoned Vehicles

Possible State Legislative Priorities

Transportation

- Interstate Bridge Replacement
- Resources for Urban Arterials

Land Use

- Industrial land
- Housing Supply

Other

Next Steps

Additional Outreach to:

- Government partners
- Community groups
- Business community
- Legislators

Continued Conversations with Metro Council and Staff

Discussion Questions for Metro Council

Are there additional topics which the Council would like to adopt legislative positions?

Are there particular legislative positions that the Council would like staff to prioritize in 2023?

oregonmetro.gov





Metro

Council work session

Bond trail grants

July 21, 2022

Today's purpose

At June 28 work session, Council asked staff to come back with specific info on the 15 trail project proposals seeking Bond funds.

Recap of June 28 work session

Two funding sources = \$67.3 million

29 applications, total request = \$107.1 million

RFFA Investment priorities and Bond criteria

Selection process

Today's focus: Bond requests

RFFA:



Bond:



Today's focus: Bond requests

Funding category	Number of applications	Amount requested
RFFA	14	\$65.9 million
Trails Bond	7	\$9.6 million
Either	8	\$31.6 million
Bond subtotal	15	\$41.2 million
Total	29	\$107.1 million

Info to inform COO's recommendation

- Outcomes Evaluation
- Risk Assessment
- Public Comment
- Coord. Comm. Prioritization
- RFFA process objectives
- Previous RFFA award
- Additional considerations

Public comment report

- Online, multi-lingual survey: May 20 – June 21
- Widely distributed through a variety of channels
- Over 1,600 responses, including letters, email, etc.
- Summarized by number of responses (avg. 75), level of support per project (avg. 4.47)
- Includes detail by project, zip code, other demographics

Planning and Project Development, Bond-only

Three projects totaling \$2.20 million

Project	Applicant	Fund Source	Phase	Requested amount
Scott Creek Trail	Happy Valley	Bond	Plan/PD	\$ 89,562
Westside Trail: Seg 1	King City	Bond	Plan/PD	\$ 210,000
Westside Trail Bridge	THPRD	Bond	Plan/PD	\$ 1,907,500

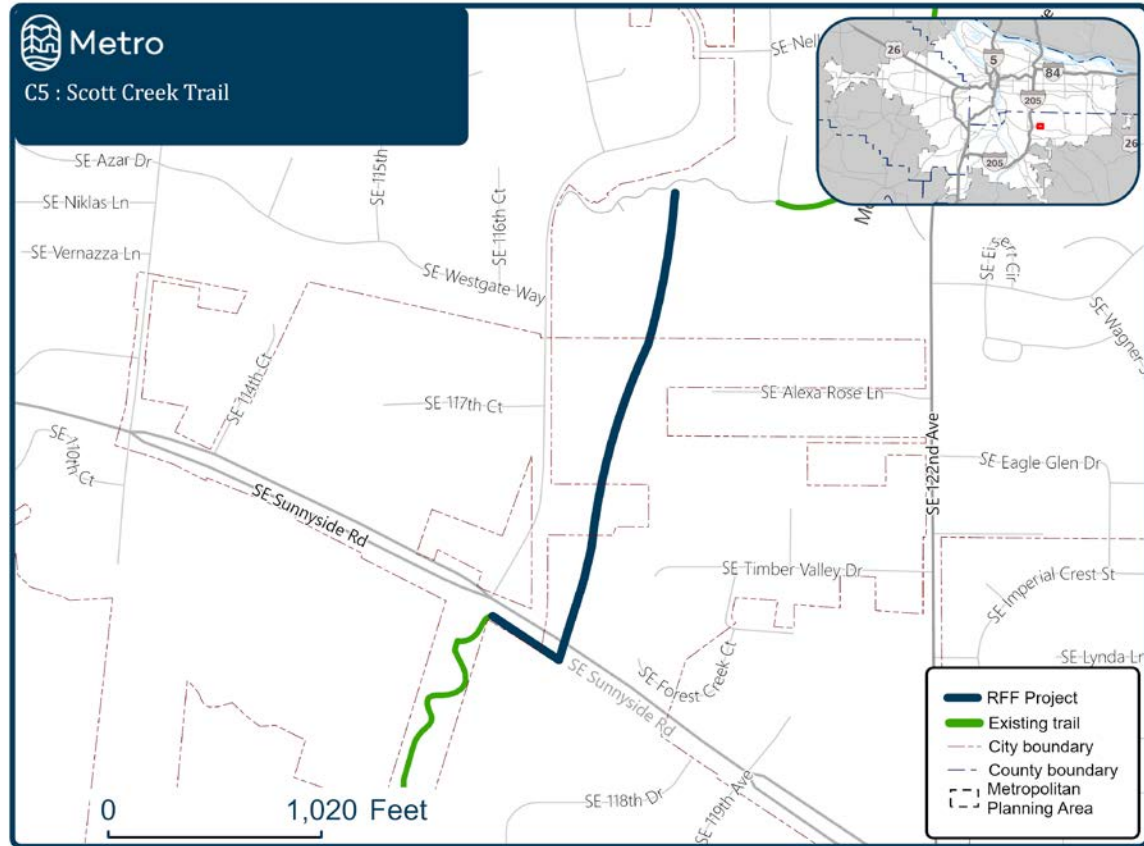
Scott Creek Trail

Project fills trail gap between Mt. Talbert and neighborhood park, including safe crossing of Sunnyside Rd. Completes 30% design.

Applicant	Happy Valley
Fund Source	Bond
Phase	Plan/PD
Length	1,700 ft
Request	\$89,562



Scott Creek Trail



“I visit the park frequently - both Southern Lites and Mt Talbert and would be great to have a nice way to walk to both parks rather than driving between the two, as crossing Sunnyside Rd can be difficult.”

Westside Trail Segment 1 (King City)

Project designs entire trail within King City's recent UGB expansion area. Trail will include an enhanced crossing at Beef Bend Rd and provides access to the Tualatin River.

Applicant	King City
Fund Source	Bond
Phase	Plan/PD
Length	4,100 ft.
Request	\$210,000



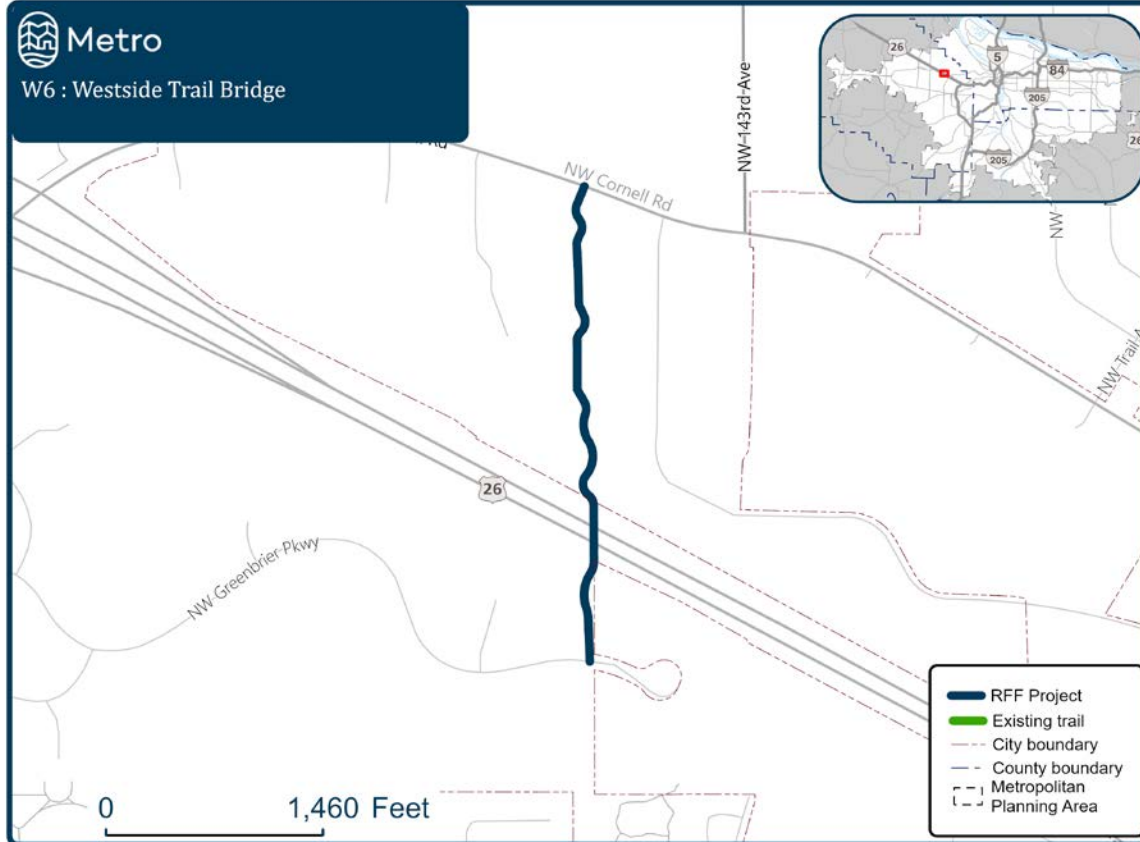
Westside Trail Bike/Ped Bridge

Applicant	THPRD
Fund Source	Bond
Phase	Plan/PD
Length	2,500 ft.
Request	\$1,907,500

Project completes engineering for bridge over US 26, a major barrier, to connect to jobs, schools and parks.



Westside Trail Bike/Ped Bridge



“My wife, toddler, and I live in the Elmonica neighborhood and are transitioning to car-free. This [...] would close a huge gap and make it possible to access destinations in Bethany.”

Construction, Bond-only

Four projects totaling \$7.40 million

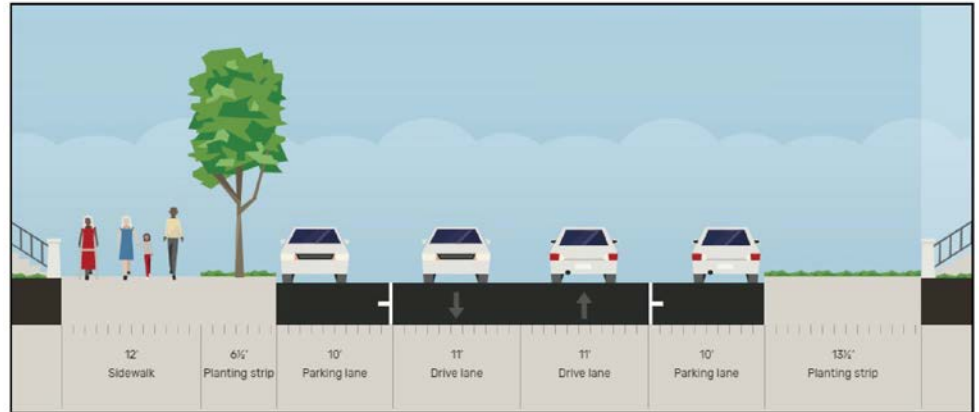
Project	Applicant	Fund Source	Phase	Requested amount
Gresh-Fairview Trail	Gresham	Bond	Const	\$ 4,232,979
Clackamas River Trail	Happy Valley	Bond	Const	\$ 666,175
Trolley Trail	NCPRD	Bond	Const	\$ 651,750
Sandy River Greenway	Troutdale	Bond	Const	\$ 1,945,800

Gresham Fairview Trail

Project fills trail gap between Sandy Blvd and Halsey, including a connection to I-84 Trail. Leverages past Bond investments.

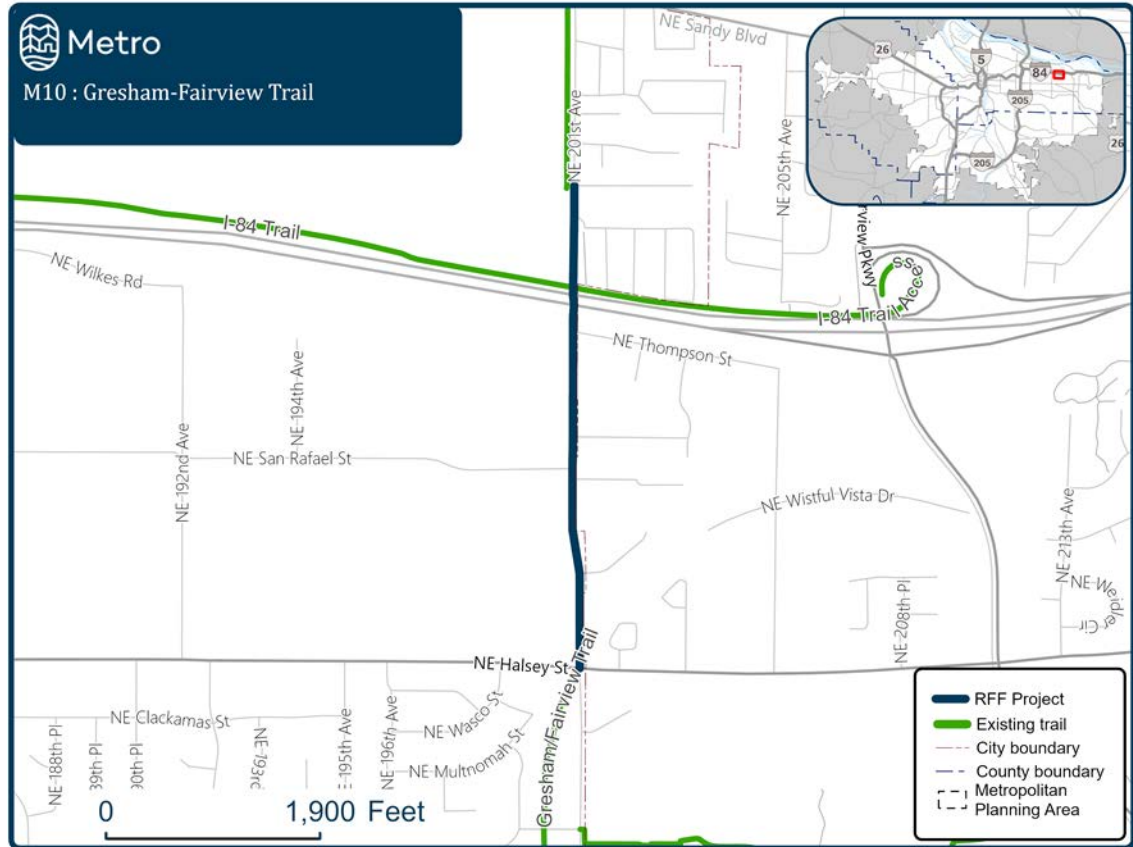
Applicant	Gresham
Fund Source	Bond
Phase	Construction
Length	3,200 ft
Request	\$4,232,979

Cross-section: Gresham-Fairview Trail on NE 201st Avenue



Gresham-Fairview Trail

“People of all abilities are so close to having a connected Gresham-Fairview Trail! If we could just close this gap. We love that it connects to I- 84's trail to make commuting easier for people to the north. This missing link will help get transit on track in an overlooked area.”



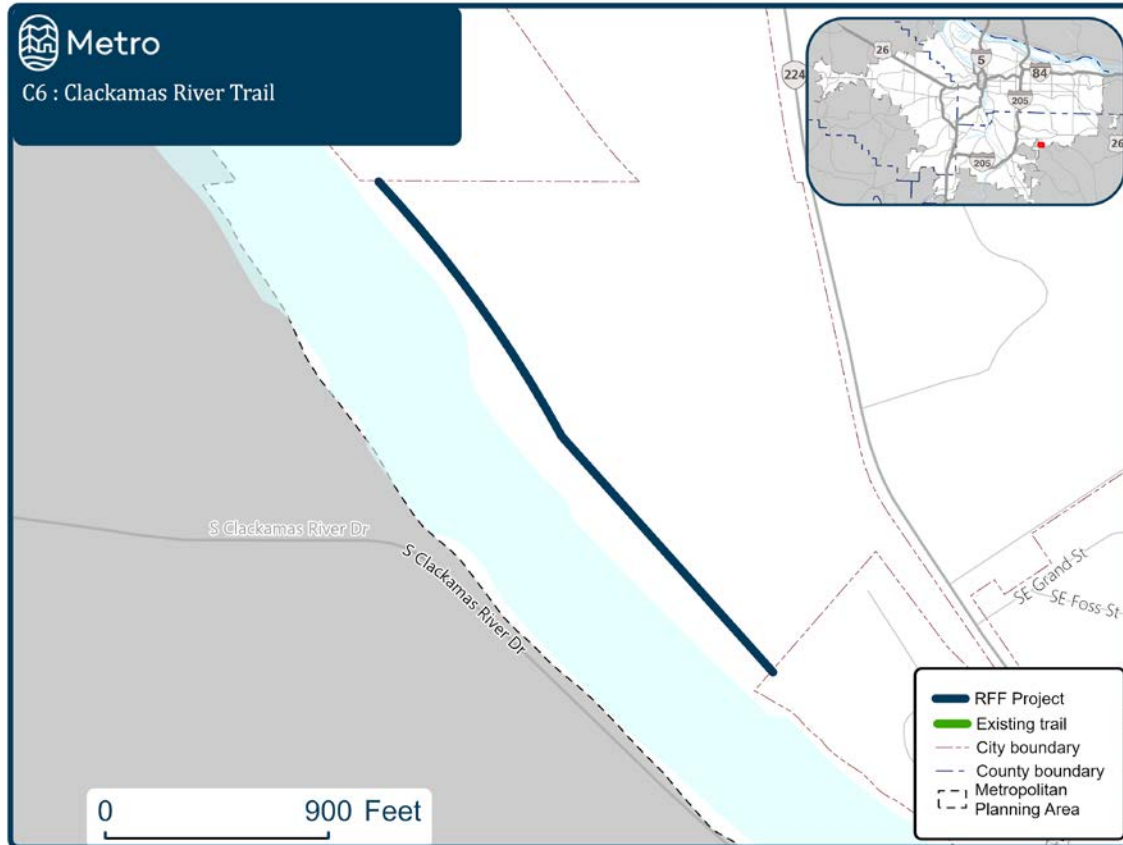
Clackamas River Trail

Applicant	Happy Valley
Fund Source	Bond
Phase	Construction
Length	1,450 ft.
Request	\$666,175

Builds multiuse path along the riverbank in Carver. Does not fill a gap. Leverages 300% match from city.



Clackamas River Trail

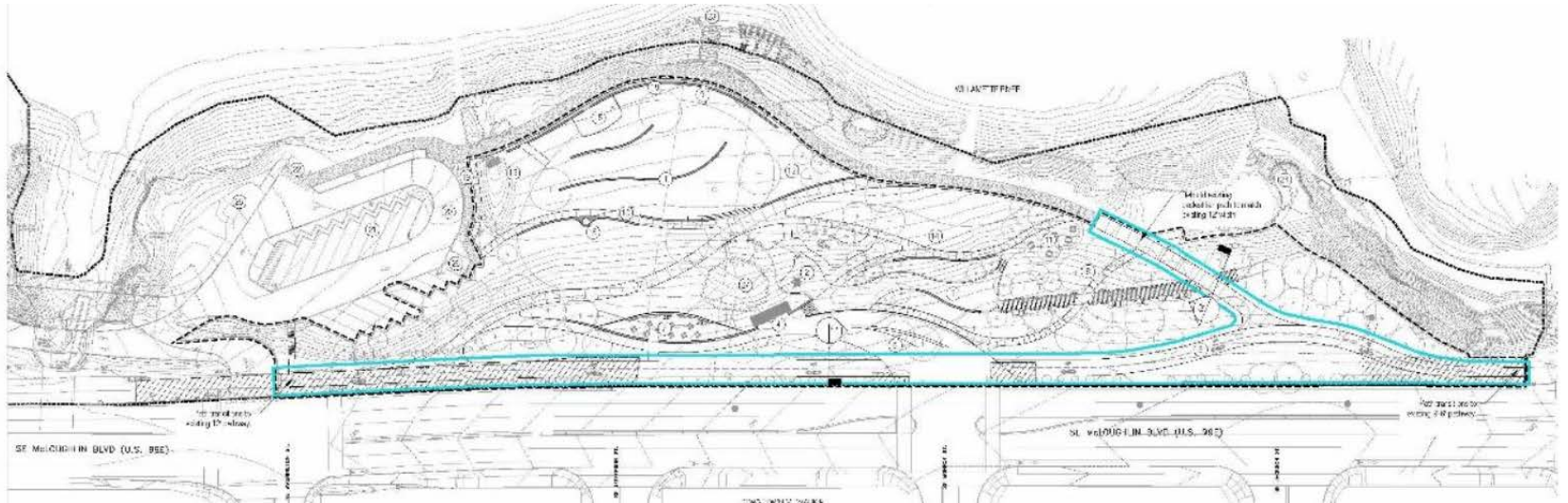


Development along the Clackamas River is long overdue and this project would be a great start. This is a beautiful natural resource that has no access in our area and this project is a great start on the long term plan.

Trolley Trail

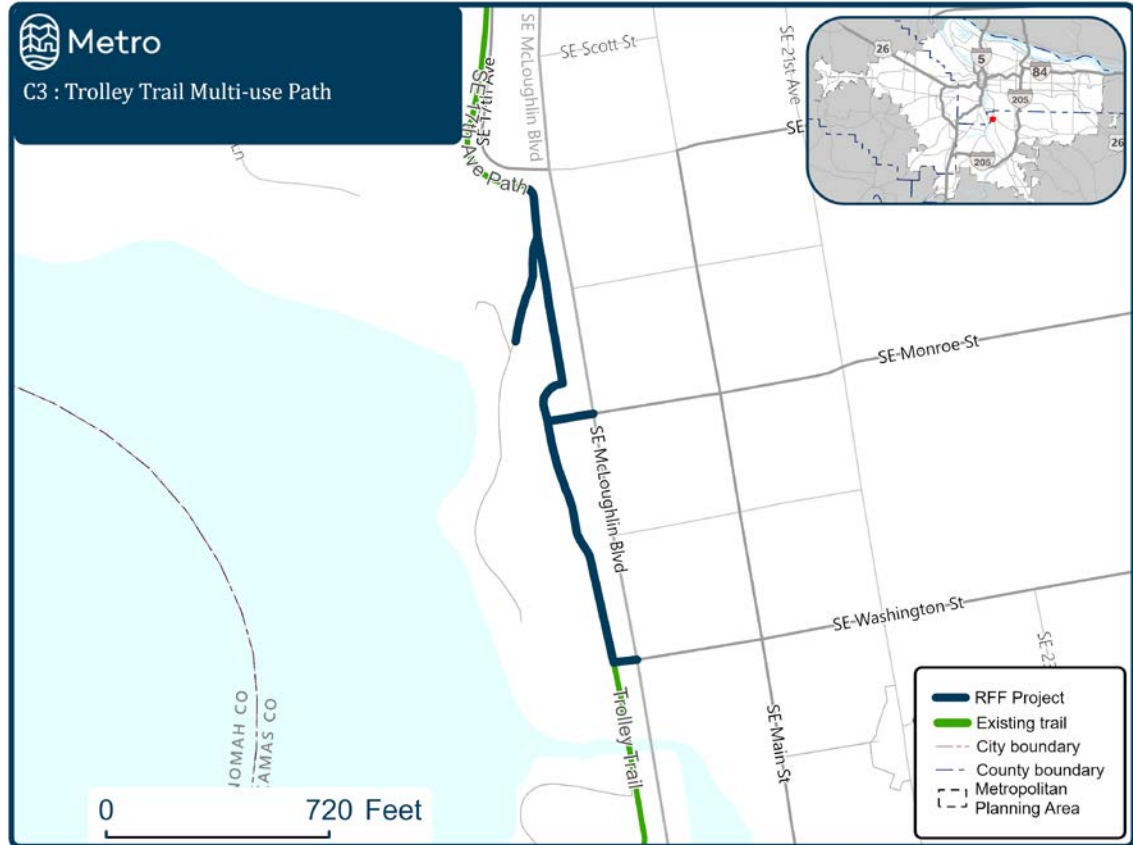
Applicant	NCPRD
Fund Source	Bond
Phase	Construction
Length	1,065 ft.
Request	\$651,750

Part of the Milwaukie Bay Park project, proposal realigns and improves substandard trail along McLoughlin Blvd. Improves safety and transit access.



Trolley Trail

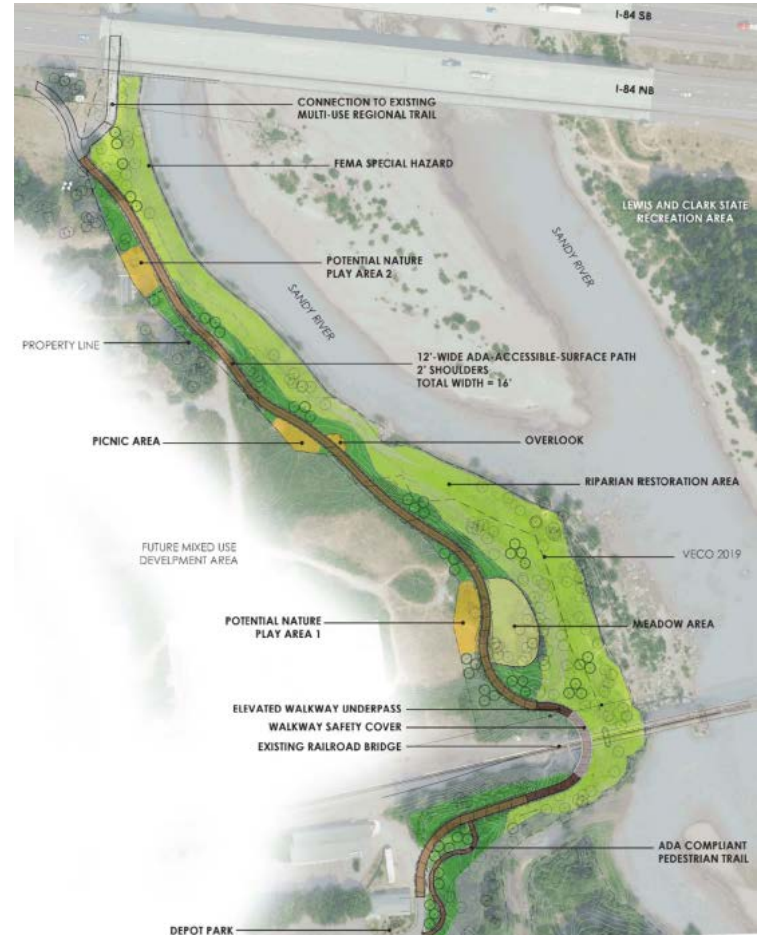
“Improving the Trolley Trail in this location would definitely bring more people to local businesses in Milwaukie as well as attract new businesses. Milwaukie I think has a lot of untapped potential, and I'd rather shop/eat around here than drive into Portland. I would also bring my grandchildren to the proposed water feature.”



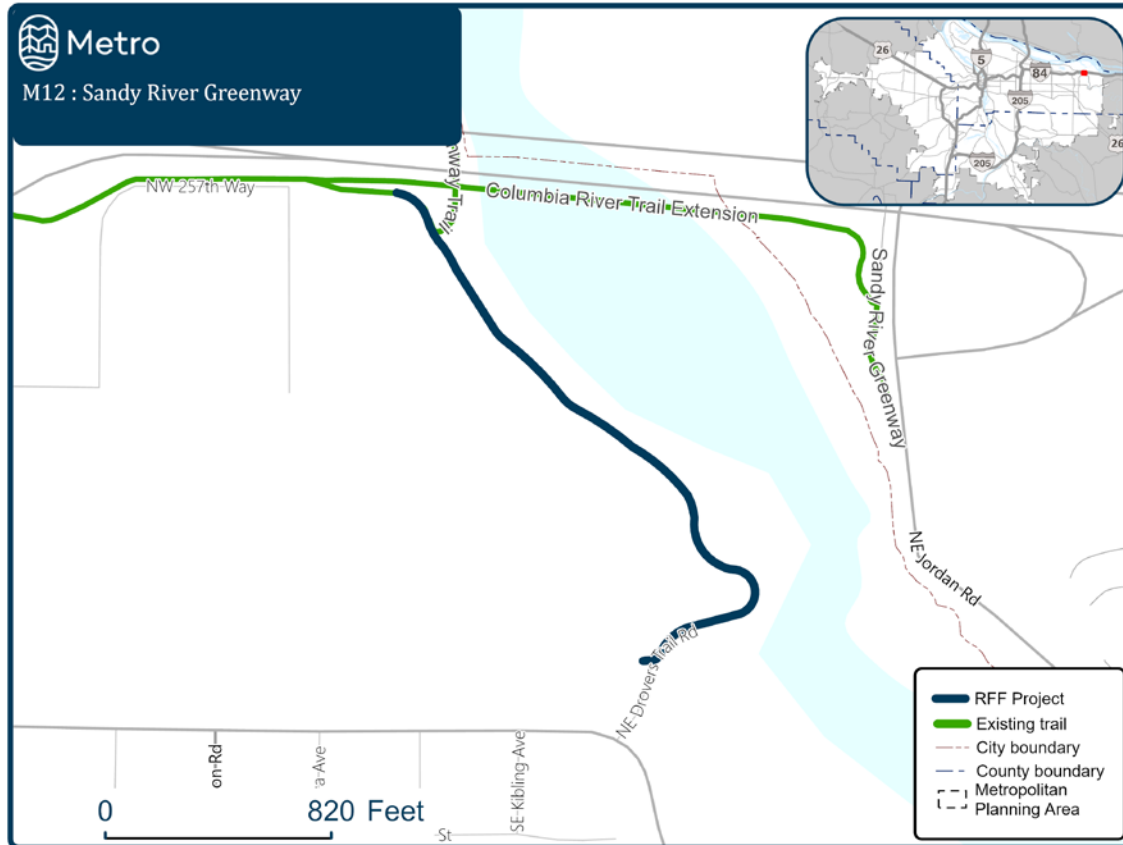
Sandy River Greenway

Applicant	Troutdale
Fund Source	Bond
Phase	Construction
Length	1,500 ft.
Request	\$1,945,800

Riverfront path connects downtown Troutdale to 40-Mile Loop, 1,000 Acres and industrial/employment area.



Sandy River Greenway



It will benefit us in great ways, since as a mother of teenagers you need places like these to spend time with family without traveling away from home, and many families sometimes do not have a way to make long trips due to their economic situation.”- comment submitted in Spanish and translated

Planning and Project Development, either source

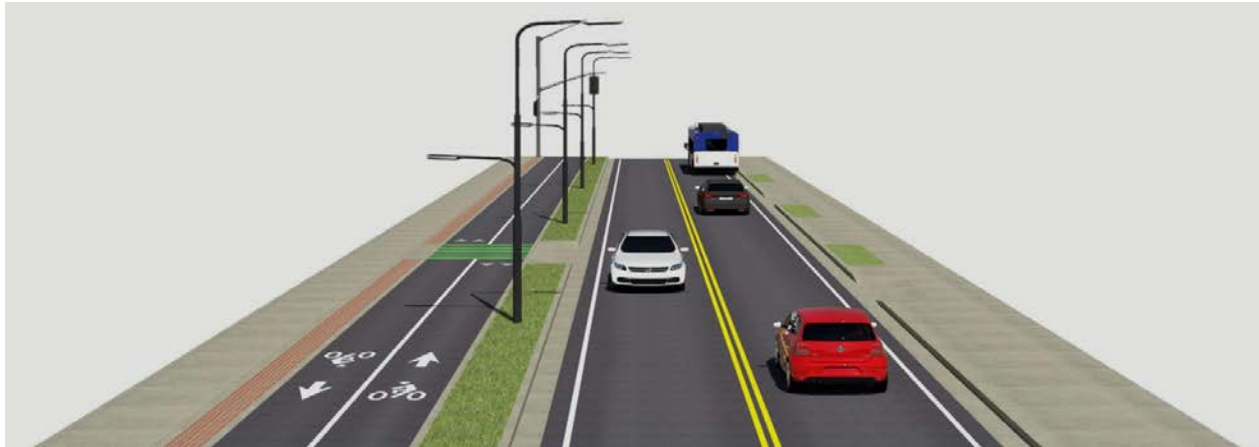
Three projects totaling \$4.95 million

Project	Applicant	Fund Source	Phase	Requested amount
Emerald Necklace Trail	Forest Grove	Either	Plan/PD	\$ 200,000
Brookwood Ped Overpass	Hillsboro	Either	Plan/PD	\$ 4,500,000
Tigard-LO Trail	Tigard	Either	Plan/PD	\$ 245,000

Emerald Necklace Trail

Applicant	Forest Grove
Fund Source	Either
Phase	Plan/PD
Length	5.2 miles
Request	\$200,000

Funds community engagement and alignment planning for 11-mile loop trail encircling the city, half of which is already built.



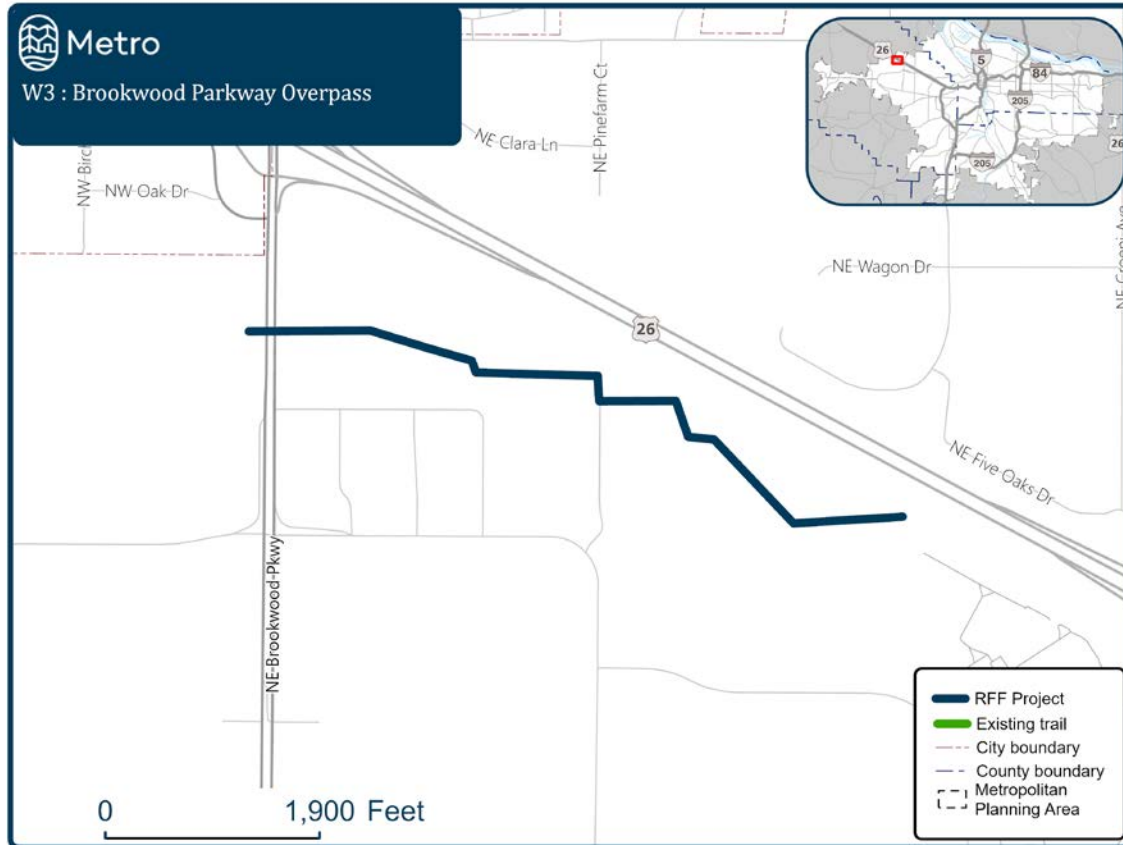
Brookwood Pedestrian Overpass

Designs a segment of Crescent Park Greenway across a major arterial.
Accesses industrial employment areas.

Applicant	Hillsboro
Fund Source	Either
Phase	Plan/PD
Length	4,300 ft.
Request	\$4,500,000



Brookwood Pedestrian Overpass



“...The planned greenway network - which is already in development - is going to be a huge benefit to the region's commuters and [people recreating]. Please help them make it happen!”

Tigard-Lake Oswego Regional Trail Gap

Applicant	Tigard
Fund Source	Either
Phase	Plan/PD
Length	4,400 ft.
Request	\$245,000

Refines plans for a low stress connection from Fanno Creek Trail to Lake Oswego, leveraging an existing bike/ped bridge over I-5.



Construction, either source

Five projects totaling \$19.03 million

Project	Applicant	Fund Source	Phase	Requested amount
Cornfoot Rd	PBOT	Either	Const	\$ 5,225,500
Marine Dr Trail	PPR	Either	Const	\$ 2,261,645
NP Greenway (Col to Cath)	PPR	Either	Const	\$ 4,860,647
NP Greenway (Kelley to Slough)	PPR	Either	Const	\$ 3,483,699
Council Ck Trail	Wash. Co	Either	Const	\$ 5,511,000

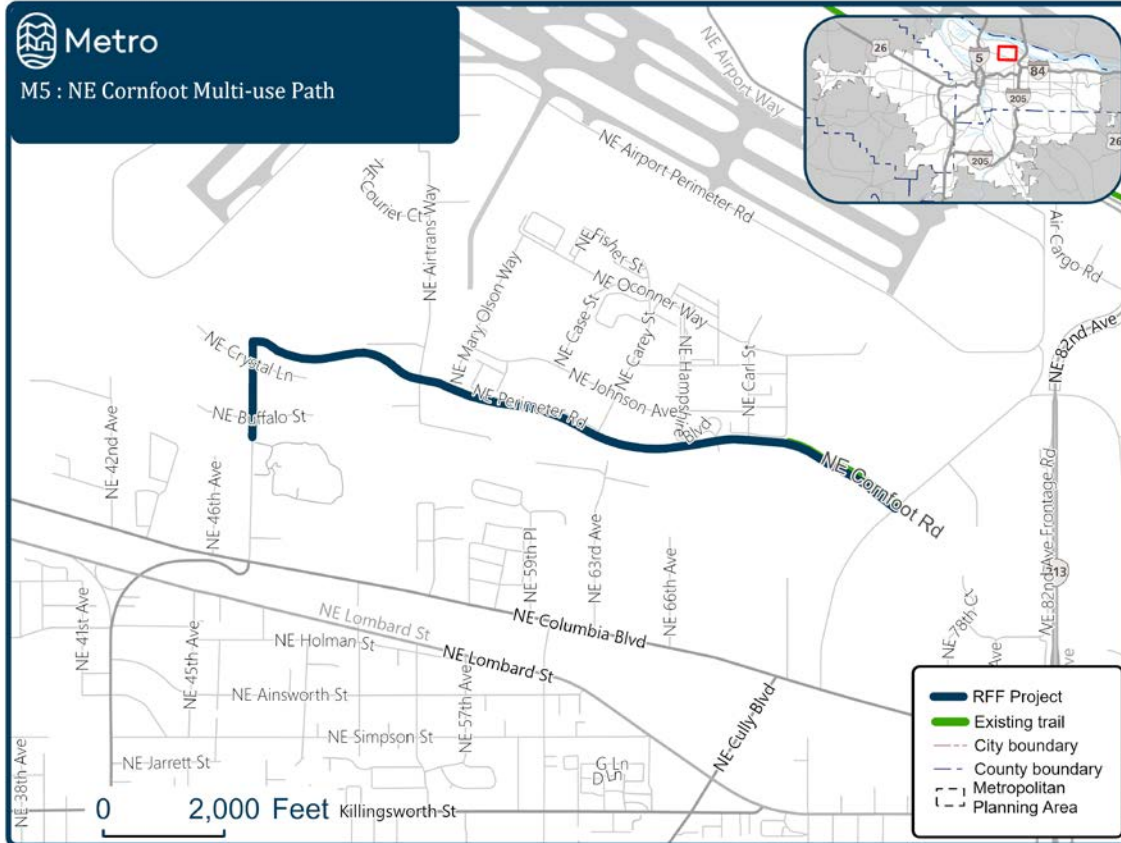
Cornfoot Road Multiuse Path

Builds major gap in Columbia Slough Trail within a multimodal freight corridor near PDX and industrial jobs.

Applicant	PBOT
Fund Source	Either
Phase	Const
Length	1.2 miles
Request	\$5,225,500



Cornfoot Road Multiuse Path



“The NE Cornfoot Road Multi-use Path is a critical connection from our neighborhood to employment opportunities such as FedEx, Boeing and USPS as well as others near the airport through a connection with NE Alderwood Road.”

Marine Drive Trail

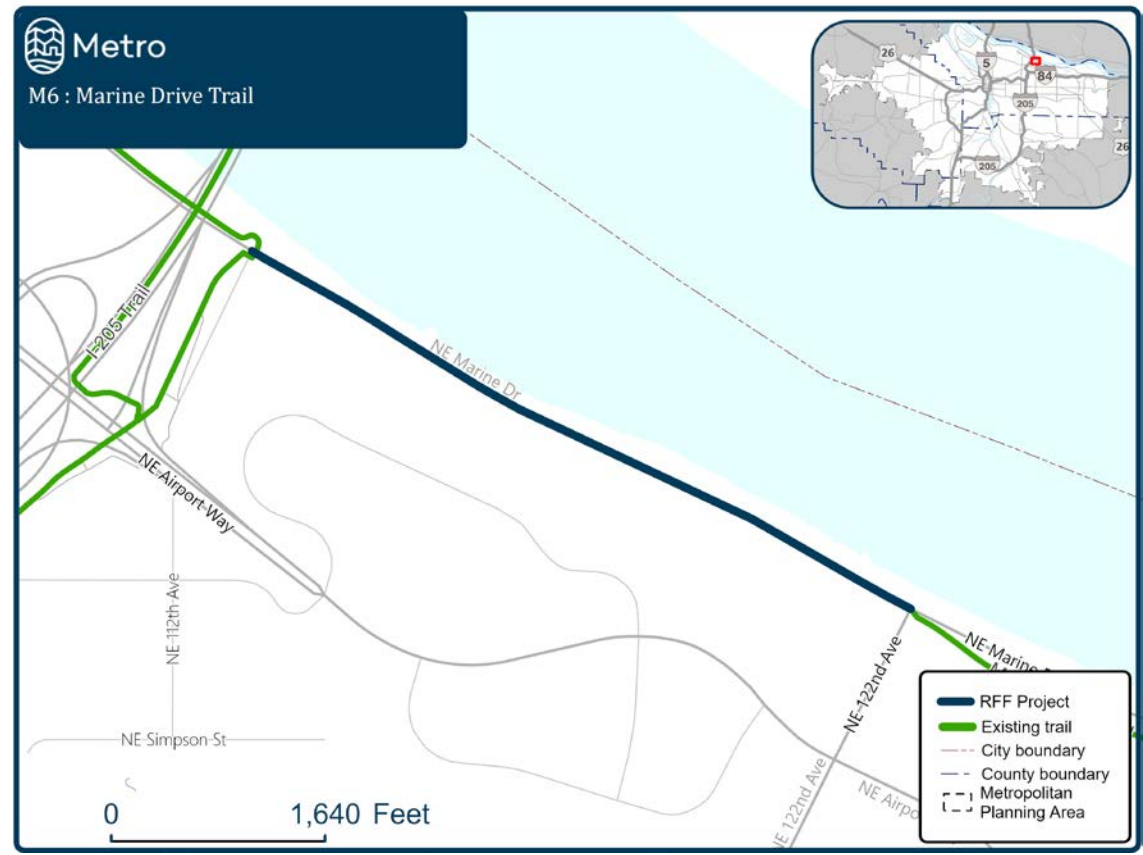
Applicant	Portland Parks
Fund Source	Either
Phase	Construction
Length	4,050 ft.
Request	\$2,261,645

Builds major gap in 40-Mile Loop.
Replaces dangerous on-street bike lanes with separated path.
Leverages past bond investments.



Marine Drive Trail

“This is a much needed trail connection. The existing trail gap is dangerous and discourages non seasoned cyclists and pedestrians.”



N. Portland Greenway St. Johns Prairie to Cathedral Park

- 1) Fills funding gap in Columbia Blvd. Bridge.
- 2) Builds 1,450 ft. paved path in Baltimore Woods.
- 3) Completes 2,300 ft. of on-street bikeways.

Applicant	Portland Parks
Fund Source	Either
Phase	Construction
Length	1.1 miles
Request	\$4,860,647



North Portland Greenway

Kelley Point Park to the North Slough

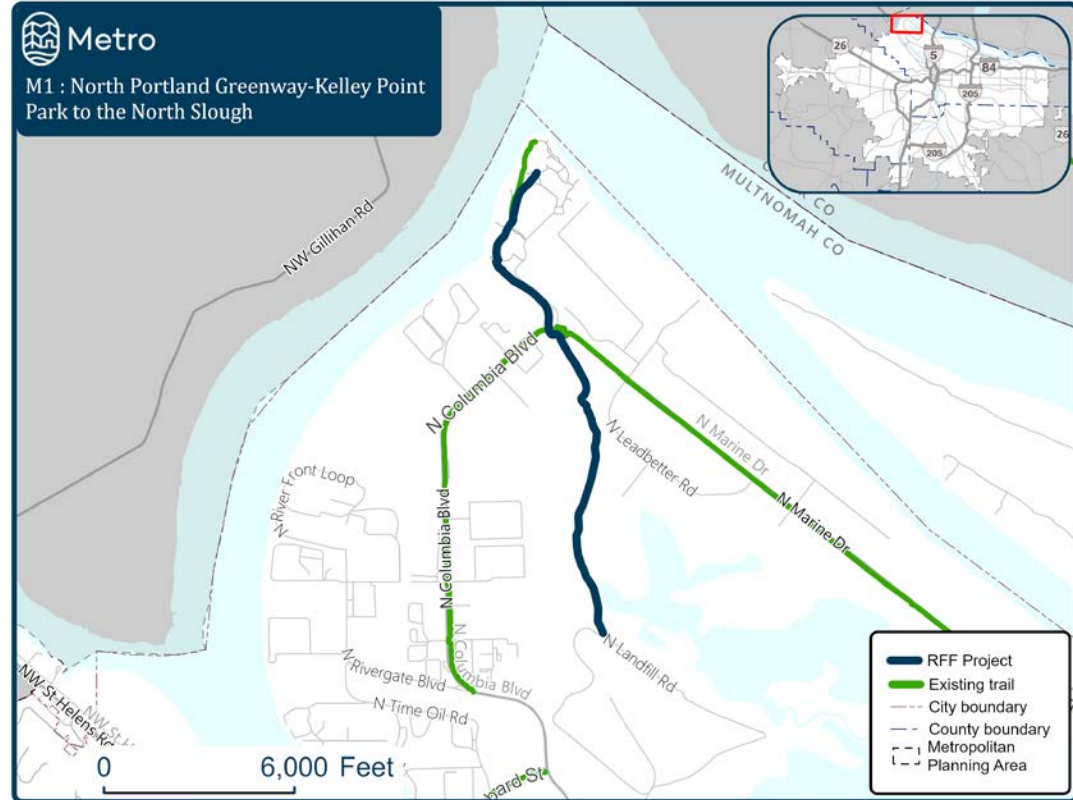
Builds new paved trail in Kelley Point Park and damaged Rivergate Trail, connecting to natural areas and industrial jobs.

Applicant	Portland Parks
Fund Source	Either
Phase	Construction
Length	4,600 ft.
Request	\$3,483,699



North Portland Greenway Kelley Point Park to the North Slough

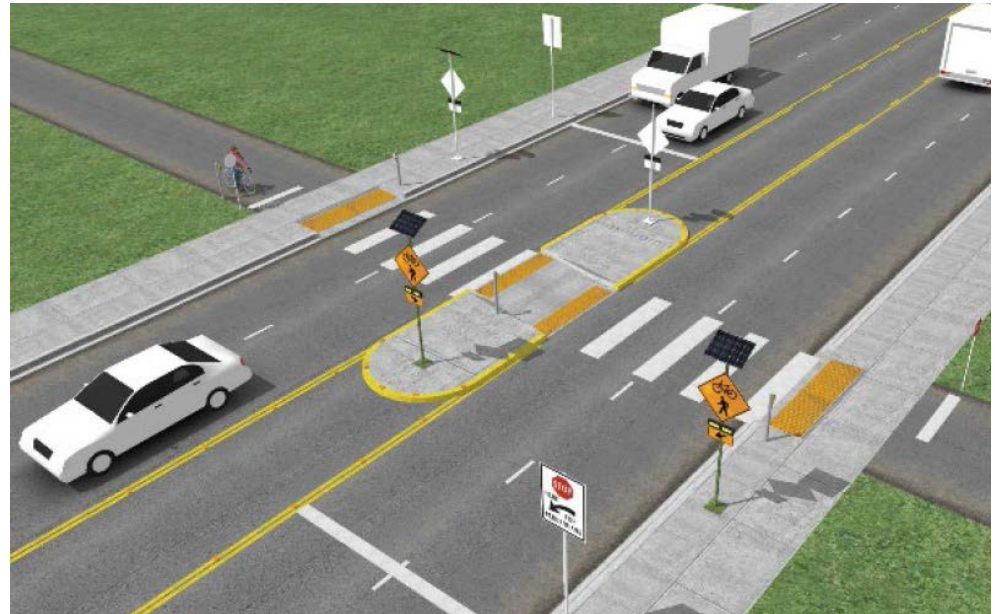
“These projects would greatly enhance our ability to enjoy the parks and waterways of the peninsula.”



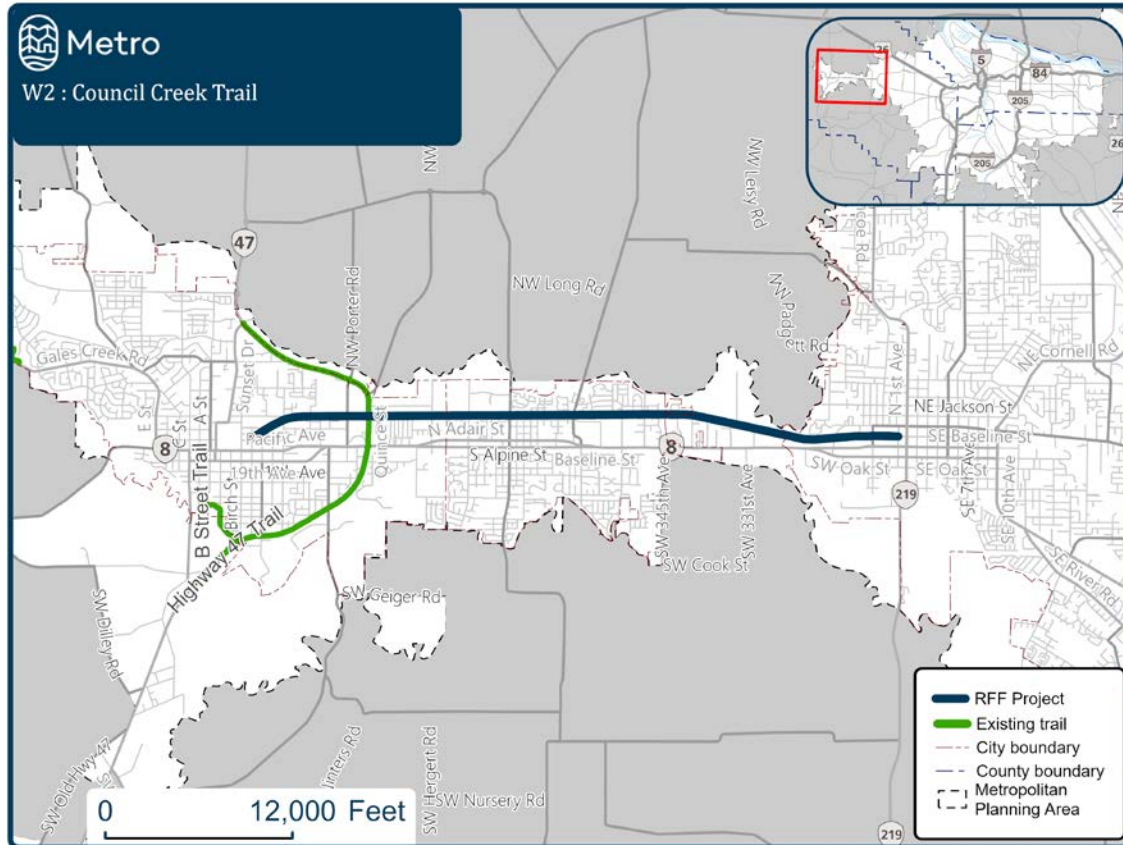
Council Creek Trail

Leverages \$17.5M in local and federal funding to complete an off-street trail from Forest Grove to Hillsboro paralleling a high-crash corridor.

Applicant	Washington Co
Fund Source	Either
Phase	Construction
Length	5.7 miles
Request	\$5,511,000



Council Creek Trail



“The new path would provide innumerable benefits to the westside community. The economic impact that the path would cause is indisputable, since it would be a way of recreation, transport, exercise and tourist development.” – comment submitted in Spanish and translated

Outcomes, risk and public comment ratings

Project	Applicant	Fund Source	Phase	Requested amount	Equity	Safety	Climate	Trails	Overall	Risk Assessment		Public Comment	
										Rating	Archaeological Probability	Responses (avg. 75)	Avg rating (avg. 4.47)
Council Ck Trail	Wash. Co	Either	Const	\$ 5,511,000	67%	92%	67%	82%	77%	Medium	Mod-High	56	4.45
Trolley Trail	NCPRD	Bond	Const	\$ 651,750	67%	71%	56%	88%	70%	Med-Low	Very High	168	4.67
NP Greenway (Col to Cath)	PPR	Either	Const	\$ 4,860,647	78%	83%	44%	71%	69%	Varies*	Very High	112	4.80
Tigard-LO Trail	Tigard	Either	Plan/PD	\$ 245,000	67%	71%	56%	82%	69%	Med-Low	High	90	4.48
Westside Trail Bridge	THPRD	Bond	Plan/PD	\$ 1,907,500	89%	71%	33%	76%	67%	Med-High	Low	139	4.76
Gresh-Fairview Trail	Gresham	Bond	Const	\$ 4,232,979	67%	79%	56%	65%	67%	Low	High	80	4.65
Scott Creek Trail	Happy Valley	Bond	Plan/PD	\$ 89,562	78%	79%	44%	47%	62%	Med-High	Moderate	39	4.64
Marine Dr Trail	PPR	Either	Const	\$ 2,261,645	56%	71%	56%	59%	60%	Med-Low	High	71	4.62
Brookwood Ped Overpass	Hillsboro	Either	Plan/PD	\$ 4,500,000	44%	71%	33%	71%	55%	High	Mod-High	20	4.15
NP Greenway (Kelley to Slough)	PPR	Either	Const	\$ 3,483,699	56%	58%	44%	56%	54%	Low	Very High	92	4.68
Emerald Necklace Trail	Forest Grove	Either	Plan/PD	\$ 200,000	56%	63%	33%	53%	51%	Med-High	Mod-High	47	4.62
Cornfoot Rd	PBOT	Either	Const	\$ 5,225,500	56%	46%	44%	59%	51%	Medium	High	35	4.66
Sandy River Greenway	Troutdale	Bond	Const	\$ 1,945,800	22%	67%	44%	47%	45%	Med-Low	Mod-High	214	4.84
Westside Trail: Seg 1	King City	Bond	Plan/PD	\$ 210,000	44%	50%	22%	56%	43%	High	Mod-High	13	4.08
Clackamas River Trail	Happy Valley	Bond	Const	\$ 666,175	33%	42%	11%	29%	29%	High	Moderate	59	4.58

Discussion

Do you have any questions about any of these 15 funding proposals?

Do you have additional information staff should consider in preparing the COO's recommendation, beyond what has been shared?