



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, October 6, 2022

10:30 AM

Metro Regional Center Council Chamber,

<https://youtu.be/fQ2-llb8yTo>,

<https://zoom.us/j/615079992>, or

877-853-5257 (toll free) (Webinar ID:

615079992)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://youtu.be/fQ2-llb8yTo>

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. 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 503-813-7591 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 wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and 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 Resolution No. 22-5283, For the Purpose of Adding New or Amending Existing Projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Complete Required Phase Slips and Make Required Corrections to Meet Fall Obligations or Federal Approval Steps (SP23-01-SEP) [RES 22-5283](#)
Attachments: [Resolution No. 22-5283](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

- 3.2 Consideration of June 16th, 2022 Council Meeting Minutes [22-5775](#)
Attachments: [061622c Minutes](#)

4. Resolutions

- 4.1 Resolution No. 22-5286, For the Purpose of Proclaiming the Second Monday of Every October as Indigenous Peoples Day in the Greater Portland Area [RES 22-5286](#)
Presenter(s): Marissa Madrigal, Metro (she/her)

Attachments: [Resolution No. 22-5286](#)

5. Other Business

- 5.1 2023 Regional Transportation Plan: Vision, Goals and Objectives [22-5757](#)
Presenter(s): Margi Bradway (she/her), Metro
Kim Ellis (she/her), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщощо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntxuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.

Resolution No. 22-5283, For the Purpose of Adding New or Amending Existing Projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Complete Required Phase Slips and Make Required Corrections to Meet Fall Obligations or Federal Approval Steps (SP23-01-SEP)

Consent Agenda

Metro Council Meeting
Thursday, October 6th, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR) RESOLUTION NO. 22-5283
AMENDING EXISTING PROJECTS IN THE 2021-)
26 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) TO) Marissa Madrigal in concurrence with
COMPLETE REQUIRED PHASE SLIPS AND) Council President Lynn Peterson
MAKE REQUIRED CORRECTIONS TO MEET)
FALL OBLIGATIONS OR FEDERAL APPROVAL)
STEPS (SP23-01-SEP))

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 September Formal Amendment represents required clean-up and positioning actions for fifteen projects to be ready for early Fall obligations or complete required federal approval steps; and

WHEREAS, the Oregon Transportation Commission (OTC) approved on July 14, 2022 their OR8 – East Lane project and Portland Metro and Surrounding Areas Safety Reserve project as part of their Annual STIP Amendment process allowing MTIP programming to now occur; and

WHEREAS, ODOT’s OR8: East Lane project will provide needed pedestrian safety upgrades in the Cornelius area; and

WHEREAS, ODOT’s Portland Metro and Surrounding Area Safety Reserve will provide a dedicated safety improvement funding bucket that Region 1 can draw from to address urgent safety improvements across Region 1; and

WHEREAS, Multnomah County received an ODOT Bridge Program federal funding award of \$16,909,486 originating from the Infrastructure Investment and Jobs Act (IIJA) which along with the local matching funds will enable the construction phase for the Broadway Bridge Deck Replacement project to be implemented during FFY 2023; and

WHEREAS, the Federal Transit Administration (FTA) provided a revised FFY 2022 formula fund apportionment affecting the Portland Oregon-Washington Urbanized Zone Area (UZA) which significantly increased the available FTA section 5307, 5310, 5337, and 5339 formula funding to the UZA resulting in a new and updated funding split among TriMet, SMART, and C-Tran; and

WHEREAS, upon completing the updated funding split among the UZA participants, and a fund exchange between SMART and TriMet, numerous projects for both in FFY 2022 and FFY 2023 now require funding corrections and revisions; and

WHEREAS, while the majority of the corrections were completed during the past summer as administrative modifications, several included changes beyond FTA's cost change threshold which triggered the need for a formal/full amendment that is now proceeding; and

WHEREAS, the September Formal MTIP Amendment is completing the remaining transit projects updates that require formal amendments enabling them to move forward during early FFY 2023 and obligate their funds through FTA's fund obligation process; 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 September 2, 2022; and

WHEREAS, JPACT approved Resolution 22-5283 consisting of the fifteen projects on September 15, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the approval recommendation, made by JPACT that occurred on September 15, 2022, and approves Resolution 22-5283 to formally amend the 2021-26 MTIP to complete adding the three new projects, canceling SMART's 5310 project, and amending the remaining SMART and TriMet FFY 2023 transit projects ensuring federal approvals and fund obligations can then occur in a timely fashion.

ADOPTED by the Metro Council this 6th day of October 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 22-5283

September FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: SP23-01-SEP

Total Number of Projects: 15

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
ODOT Key # 22609 MTIP ID TBD	ODOT	OR8: East Lane (Cornelius) (New Project)	Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
ODOT Key # 22613 MTIP ID TBD	ODOT	Portland Metro and Surrounding Areas Safety Reserve (New Project)	Funds to be available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
ODOT Key # 22645 MTIP ID TBD	Multnomah County	Broadway Bridge Deck Replacement (New Project)	Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)	<u>ADD NEW PROJECT</u> The Formal Amendment adds the new project with ODOT Bridge program awarded funding.

ODOT Key # 20874 MTIP ID 70904	SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDS:</u> Increase authorized FTA Section 5307 funds to the project per updated UZA apportionments
ODOT Key # 22190 MTIP ID 71134	SMART	SMART Senior and Disabled Program (2022)	Services and Facility Improvements for Elderly and Disabled Customers	<u>CANCEL PROJECT:</u> Key 22190 is canceled as SMART has traded funds with TriMet. Key 22190 is no longer a project.
ODOT Key # 22191 MTIP ID 71139	SMART	SMART Bus and Bus Facilities (Capital) 2022	Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u>FUNDING AND DESCRIPTION:</u> Decrease authorize FTA section 5339 fund s and expand description per FTA guidance
ODOT Key # 22192 MTIP ID 71144	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project per the updated UZA Apportionment letter
ODOT Key # 22193 MTIP ID 71135	SMART	SMART Senior and Disabled Program (2023)	Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.
ODOT Key # 22194 MTIP ID 71140	SMART	SMART Bus and Bus Facilities (Capital) 2023	Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u>SLIP & FUNDING:</u> Decrease projected authorized 5339 funds and slip project to FFY 2024

<p>ODOT Key # 22195 MTIP ID 71145</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2023</p>	<p>Maintenance and Bus Fleet Replacement and Software</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>ODOT Key # 22196 MTIP ID 71136</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2024)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</p>	<p><u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.</p>
<p>ODOT Key # 22198 MTIP ID 71146</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2024</p>	<p>Maintenance and Bus Fleet Replacement and Software</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>ODOT Key # 22164 MTIP ID 71103 (Note: New ODOT Key to be assigned)</p>	<p>TriMet</p>	<p>Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)</p>	<p>Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district</p>	<p><u>SCOPE ADJUSTMENT & ADVANCE:</u> The formal amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope based on TriMet's planned use for the STBG funds</p>
<p>ODOT Key # 22181 MTIP ID 71210</p>	<p>TriMet</p>	<p>TriMet Bus and Rail Preventive Maintenance (2023)</p>	<p>Capital Maintenance For Bus And Rail for continued service</p>	<p><u>ADD FUNDING:</u> Increase authorized 5337 funds based on revised FFY 2023 FTA UZA estimates</p>

ODOT Key # 22184 MTIP ID 71213	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<u>ADD FUNDING:</u> Increase authorized 5310 funds based on revised FFY 2023 FTA UZA estimates
--	--------	--	--	--

2021-2027 MTIP Formal Amendment Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. OTC approval occurred to add the project on July 14, 2022.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
ADD NEW PROJECT**
Add new OTC approved project to the MTIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22609
Project Name: OR8: East Lane (Cornelius)	1	Fiscal Constraint Cat:	SM&O	MTIP ID:	NEW-TBD
		ODOT Type	Safety	Status:	2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Performance Meas:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source:	ODOT	TSMO Cycle	N/A
		Funding Type:	AC	RFFA ID:	No
		State Highway Route	OR 8	RFFA Cycle:	N/A
		Mile Post Begin:	15.20	UPWP:	No
		Mile Post End:	15.20	UPWP Cycle:	N/A
Short Description: Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.		Length:	0.00	Past Amend:	0
		Flex Transfer to FTA:	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	Yes
		Years Active:	0	OTC Date	7/14/2022
			STIP Amend #: 21-24-2140	MTIP Amnd #: SP23-01-SEP	

Detailed Description: On OR8/Baseline St, (Tualatin Valley Highway) at MP 15.20 in eastern Cornelius, install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross (OTC approval = Yes, 7/14/2022 - ODOT FY 2022 Annual Amendment)

STIP Description: Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.

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	ACP0	2023		\$ 190,800				\$ 190,800
AC-STBGS	ACP0	2023					\$ 709,200	\$ 709,200
								\$ -
Note: Federal share is set at 90%							Federal Totals:	\$ 900,000
State Funds								
State	Match	2023		\$ 21,200				\$ 21,200
State	Match	2023					\$ 78,800	\$ 78,800
								\$ -
Note: Required minimum match is set at 10%							State Total:	\$ 100,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 212,000	\$ -	\$ -	\$ 788,000	\$ 1,000,000
Total Project Cost Estimate (all phases):							\$	1,000,000
Year of Expenditure Cost Amount:							\$	1,000,000

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 212,000	\$ -	\$ -	\$ 788,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:		\$ 21,200			\$ 78,800	\$ 100,000
Revised Match Percent:		10.00%			10.00%	10.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Adds the new OTC approved ODOT safety improvement project on OR8 to the MTIP
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC item, project location map, and project cost estimation
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? Start = August 30, 2022 through September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: The project is part of the ODOT Annual Amendment to OTC in July 2022.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes, - initial fund programing of \$1 million for the project
2B	What is the funding source for the project? ODOT funding programs
2C	Was the Proof-of Funding requirement satisfied and how? July 2022 OTC item with project funding and approval request.
2D	Was overall fiscal constraint demonstrated? Yes

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is exempt from modeling requirements
4	What RTP Goal does the project fit under? Goal 5 - Safety and Security. Goal Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes Motor Vehicle and Pedestrian networks
2B	What is the Metro modeling designation? Major Arterial in the Motor Vehicle network and Pedestrian Parkway in the Pedestrian network
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

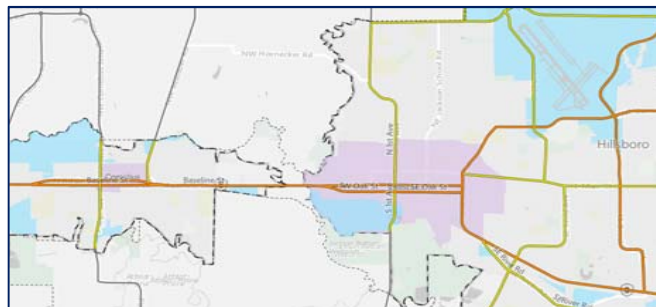
Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00	\$7,000,000.00
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00	\$2,537,377.00
22431	1	OR141,OR217 curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00	\$1,925,639.00
22432	1	US308Y curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06	\$8,333,068.06
22603	1	1405: Fremont bridge (Millamette River) West ramps	var	var		PE & RW	Bridge	Fix-It SW Bridges	\$0.00	\$11,759,000.00	\$11,759,000.00
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2		PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00	\$1,000,000.00
22622	1	Portland area overcrossing area safety reserve	var	var		PE	Safety	Fix-It Safety	var	var	var
18271	2	US101 at Asbury Creek	34.7	34.8	01796	PE, CN	Fish Passage	Fix-It SW Fish Pass	\$7,300,000.00	\$3,400,000.00	-\$3,900,000.00
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161	PE & CN	Modernization	Enhance Region 2 Fix-It SW Bridge	\$35,960,436.00	\$50,460,436.00	\$14,500,000.00

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%	212,000.00	90.00%	190,800.00	10.00%	21,200.00	0.00%	0.00
	PE Totals			100.00%	212,000.00		190,800.00		21,200.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	788,000.00	90.00%	709,200.00	10.00%	78,800.00	0.00%	0.00
	CN Totals			100.00%	788,000.00		709,200.00		78,800.00		0.00
Grand Totals					1,000,000.00		900,000.00		100,000.00		0.00



2021-2027 MTIP Formal Amendment Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. OTC approval occurred to add the project on July 14, 2022.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
ADD NEW PROJECT**
Add new OTC approved project to the MTIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22613
Project Name: Portland Metro and Surrounding Areas Safety Reserve	2	Fiscal Constraint Cat:	SM&O	MTIP ID:	NEW-TBD
		ODOT Type	Safety	Status:	0
Project Status: 0 = No activity.		Performance Meas:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source:	ODOT	TSMO Cycle	N/A
		Funding Type:	AC	RFFA ID:	No
		State Highway Route	Region	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA:	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	Yes
		Years Active:	0	OTC Date	7/14/2022
			STIP Amend #: 21-24-2144	MTIP Amnd #: SP23-01-SEP	

Detailed Description: Across the Region 1 total four county area, establish a safety bucket reserve to support future urgent safety issues and project safety improvement needs are time sensitive and require immediate mitigation. Similar to Emergency Relieve funding bucket logic. (OTC approval: July 14, 2022)

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

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	ACPO	2023					\$ 900,000	\$ 900,000
							\$ -	\$ -
							\$ -	\$ -
Note: Federal share is set at 90%							Federal Totals:	\$ 900,000
State Funds								
State	Match	2023					\$ 100,000	\$ 100,000
							\$ -	\$ -
							\$ -	\$ -
Note: Required minimum match is set at 10%							State Total:	\$ 100,000
Local Funds								
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
							Total Project Cost Estimate (all phases):	\$ 1,000,000
							Year of Expenditure Cost Amount:	\$ 1,000,000

Programming Summary Details

Why project is short programmed if applicable: N/A.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:					\$ 100,000	\$ 100,000
Revised Match Percent:					10.00%	10.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action? Adds the new OTC approved ODOT safety improvement reserve bucket within Region 1 (Metro MPA boundary area to the MTIP. As specific eligible projects emerge and are approved, the funding in the bucket will be split off in support of the new safety project.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and OTC staff item.
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? Start = August 30, 2022 through September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: The project is part of the ODOT Annual Amendment submitted to OTC in July 2022.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes, - initial fund programing of \$1 million for the project
2B	What is the funding source for the project? ODOT HB2017 Safety
2C	Was the Proof-of Funding requirement satisfied and how? July 2022 OTC item with project funding and approval request. Copy of staff item and allocation table provided
2D	Was overall fiscal constraint demonstrated? Yes

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is exempt from modeling requirements
4	What RTP Goal does the project support? Goal 5 - Safety and Security. Goal Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Specific awarded projects will be.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? N/A
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Key Number	Region	Project name	BMP	EMP	Bridge #
20435	1	OR99W: I-5 - McDonald St	7.47	13.74	
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136
22431	1	OR141/OR217 curb ramps	var	var	
22432	1	US30BY curb ramps	var	var	
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var	
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2	
22613	1	Portland Metro and surrounding areas safety reserve	var	var	
18271	2	US101 at Asbury Creek	34.7	34.8	01796

Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00
CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN	Fish Passage	Fix-it SW Fish Pass	\$7,300,000.00	\$3,400,000.00

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. The federal funds for this project were awarded by the ODOT Bridge program.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
ADD NEW PROJECT**
Add new ODOT Bridge Program
awarded project to the MTIP

Lead Agency: ODOT		Project Type:	Local Rd	ODOT Key:	22645
Project Name: Broadway Bridge Deck Replacement	3	Fiscal Constraint Cat:	Capital	MTIP ID:	NEW-TBD
		ODOT Type	Bridge	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Meas:	Bridge	Comp Date:	12/31/2024
		Capacity Enhancing:	No	RTP ID:	11902
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	ODOT/Local	TSMO Cycle	N/A
		Funding Type:	Bridge/IIJA	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	Yes
		Mile Post End:	N/A	UPWP Cycle:	SFY 2025
Short Description: Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
STIP Amend #: 21-24-2342			MTIP Amnd #: SP23-01-SEP		

Detailed Description: In North Portland on the Broadway Bridge (Broadway St) over the Willamette River between North Interstate Ave and NW Naito Pkwy, replace the existing roadway deck, including streetcar rails on the bascule span, replace the existing differential gear assemblies, motor brakes, machinery brakes, power transmission shafting, plus replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail (ODOT Bridge/IIJA funding award)

STIP Description: Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)

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								
State STBG - IJJA	Y233	2023					\$ 16,909,486	\$ 16,909,486
							\$	-
Note: IJJA = Infrastructure Investment and Jobs Act							Federal Totals:	\$ 16,909,486
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Other	OTH0	2021		\$ 2,007,000				\$ 2,007,000
Local	Match	2023					\$ 1,935,366	\$ 1,935,366
							\$	-
Note: PE phase completed by the agency with local funds							Local Total	\$ 3,942,366
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 2,007,000	\$ -	\$ -	\$ 18,844,852	\$ 20,851,852
							Total Project Cost Estimate (all phases):	\$ 20,851,852
							Year of Expenditure Cost Amount:	\$ 20,851,852

Programming Summary Details

Why project is short programmed: N/A. The project is 100% programmed in all applicable phases

Phase Change Amount:	\$ -	\$ 2,007,000	\$ -	\$ -	\$ 18,844,852	\$ 20,851,852
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:		\$ 2,007,000			\$ 1,935,366	\$ 3,942,366
Revised Match Percent:		100%			10.27%	18.91%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 2,007,000				
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		Not Available				Other Notes PE phase completed with local funds by the agency under IGA #73000-00003551
EA Number:		Not assigned				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Adds the new Multnomah County Broadway Bridge Deck Replacement project to the MTIP based on the new ODOT Bridge program awarded funding
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Technical Scoping Sheet, Bridge Program Award Summary List, LABSC Minutes summary, project location map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Bridge
2A	Does the amendment include fiscal updates? Yes, adding new funding to the MTIP
2B	What is the funding source for the project? ODOT Bridge Program
2C	Was the Proof-of Funding requirement satisfied and how? Yes, Bridge award list and committee minutes
2D	Was overall fiscal constraint demonstrated? Yes, award list + minutes

RTP Consistency Check Areas

1A	RTP ID and Name: 1. ID# 11902 - Broadway Bridge Rehabilitation 2 2. ID# 12084 - Hawthorne, Burnside, and Broadway Control Systems Rehabilitation
1B	RTP Project Descriptions: - 11902: Electrical/structural upgrade to gates (BCIP12), fix pavement and update drainage, restripe (BCIP13); replace lighting (BCIP16). - 12084: Rehabilitation control systems on three bridges
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. Exempt per Table 2, 40 CFR 93.126
2B	What is the exception category per the regulation: Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 10, Fiscal Stewardship, Objective 10.1 - Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety plus Operations and Maintenance
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or has a cost greater than \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. The bridge location is identified as a "MAP21 -NHS Principal Arterial"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle Network
2B	What is the Metro modeling designation? Major Arterial in the Motor Vehicle Network
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
State STBGS - IJJA	Federal fund type code. Surface Transportation Block Grant funds appropriated to ODOT which are sourced from the Infrastructure Investment and Jobs Act
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

LABSC Meeting Minutes 04/04/2022

Big Bridge Funding

Holly and Michael shared the presentation and spreadsheet for the Big Bridge portion of the Local Bridge Program. Jon led the discussion. Each bridge was reviewed, and Jon shared that the priority for Multnomah County is the Broadway Bridge project that includes the replacement of the FRP deck and machinery for the lift span. The City of Klamath Falls bridge has funding (Key 22042, PE \$271K, CN \$2.5M) which is insufficient. Holly shared there is an estimate for this project from a consultant for \$7.8M, but that is a scoping estimate. Holly suggested that this project should be included in the scoping effort that will take place this summer. Jon suggested using a \$5M placeholder for this bridge project.

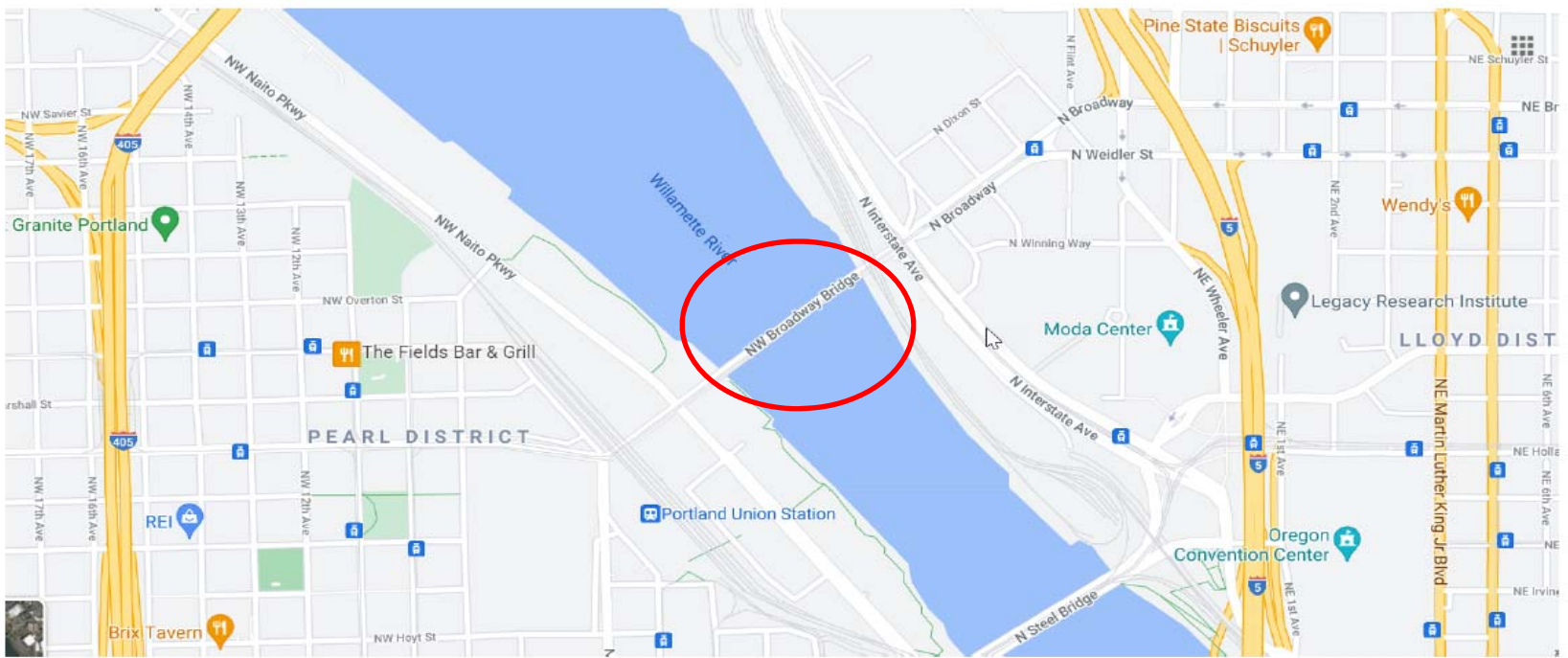
The LABSC voted 9-0 to fully fund the first 3 big bridges on the list (Marion County, City of Eugene, Multnomah County Broadway Bridge), and to have the City of Klamath Falls Bridge included in the scoping effort this summer, with a \$5M placeholder for funding.

102.0% Allocation

Large Rehab		\$31,024,910 Allocated							(\$625,090) Remaining				
Bridge	Agency	Type	On-Off	Region	SRF	TBF	LDF	UBF	saf (sole	nfs (near	hut (high	tmt	tmt
05789A	Marion County	Rehab	On - Big	2	34.00	0.00	0.00	23.01	1.00	1.00	1.00	3027	1.30
40056	City of Eugene	Rehab	On - Big	2	10.40	0.00	0.00	24.80	1.00	1.00	1.41	46253	1.41
a 06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41
b 06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41
06757A	Multnomah County	Rehab	On - Big	1	0.00	0.00	0.00	0.00	1.00	1.00	1.00	790	1.20
03849B	City of Klamath Falls	Rehab	On - Big	4	21.50	5.00	0.00	13.71	1.00	1.00	1.00	3836	1.30

\$31,650,000 Selected				102.0% Allocation	
BNM	FCM	TRS	Report	Condition	Cost
1.30	1.41	52.40	Rpt.	Fair	\$6,013,000
1.41	1.40	34.84	Rpt.	Fair	\$1,837,000
1.41	1.40	7.72	Rpt.	Fair	\$18,800,000
1.41	1.40	7.72	Rpt.	Fair	\$15,785,000
1.20	1.40	0.00	Rpt.	Poor	\$20,390,000
1.30	1.40	36.59	Rpt.	Fair	\$5,000,000

Construction phase estimated cost -->



2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDS**
Increase authorized UZA formula
allocation

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	20874
Project Name: SMART Bus Purchase/PM/Amenities and Technology 2021	4	Fiscal Constraint Cat:	Capital	MTIP ID:	70904
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2024
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5307	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length:	N/A	Past Amend:	2
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2021	OTC Approval:	No
		Years Active:	2	OTC Date	N/A
			STIP Amend #: TBD	MTIP Amnd #: SP23-01-SEP	

Detailed Description: None

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF92	2023	-				\$ 298,758	\$ -
5307	FF92	2023					\$ 428,120	\$ 428,120
								\$ -
							Federal Totals:	\$ 428,120
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 107,030	\$ 107,030
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 107,030
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 535,150	\$ 535,150
Total Project Cost Estimate (all phases):							\$	\$ 535,150
Year of Expenditure Cost Amount:							\$	\$ 535,150

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 161,702	\$ 161,702
Phase Change Percent:	0%	0%	0%	0%	43.3%	43.3%
Revised Match Federal:					\$ 107,030	\$ 107,030
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Increases the eligible 5307 funds for SMART based on a revised 5307 formula fund apportionment to the UZA which is then split among TriMet, SMART, and C-Tran
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5307 funds
2B	What is the funding source for the project? FTA - UZA apportionment
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Transit
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current Programming Amounts			
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Federal	Local	Other	Total
FTA 5307 Funds								
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
CANCEL PROJECT**
From fund trade with TriMet, 22190 is
bing canceled

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22190
Project Name: SMART Senior and Disabled Program (2022)	5	Fiscal Constraint Cat:	Capital	MTIP ID:	71134
		ODOT Type	Transit	Status:	N/A
Project Status: Canceled		Performance Meas:	Transit	Comp Date:	N/A
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5310	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Services and Facility Improvements for Elderly and Disabled Customers		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2022	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: None

*** CANCELED PROJECT ***

STIP Description: Slip Other/Transit phase with \$41,000 of 5310 plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 41,000	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
								\$ -
								\$ -
							Local Total	\$ -
Other funds = local overmatch contribution								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (51,250)	\$ (51,250)
Phase Change Percent:	0%	0%	0%	0%	-100.0%	-100.0%
Revised Match Federal:					\$ -	\$ -
Revised Match Percent:					0.0%	0.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Cancels the project based on a prior trade of funds to TriMet.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: The decision was part of the revised apportionments that changed the funding levels for both SMART and TriMet.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No
2A	Does the amendment include fiscal updates? Yes, the 5310 funds are canceled from the MTP which results in a zero programming balance.
2B	What is the funding source for the project? FTA - UZA apportionment
2C	Was the Proof-of Funding requirement satisfied and how? Yes, SMART communication to Metro based on the updated Apportionment letter
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
FUNDING & DESCRIPTION**
Update project description and
funding per EOY request

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22191
Project Name: SMART Bus and Bus Facilities (Capital) 2022	6	Fiscal Constraint Cat:	Capital	MTIP ID:	71139
		ODOT Type	TR-CAP	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5339	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Bus and Bus Facility Upgrades Change to --> Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2022	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
STIP Amend #: TBD			MTIP Amnd #: SP23-01-SEP		

Detailed Description: None, ADD ---> SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as as ADA lift and technology components and bus shelters and signs.

STIP Description: Bus and bus facility upgrades to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2023	-				\$ 80,000	\$ -
5339	FF30	2024					\$ 48,763	\$ 48,763
								\$ -
Note: 5339 - assumed to be under "Buses and Bus Facilities Formula", section code 34 at 80% federal share							Federal Totals:	\$ 48,763
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2024					\$ 12,190	\$ 12,190
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 12,190
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 90,250	\$ 90,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 60,953	\$ 60,953
							Total Project Cost Estimate (all phases):	\$ 60,953
							Year of Expenditure Cost Amount:	\$ 60,953

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (29,297)	\$ (29,297)
Phase Change Percent:	0%	0%	0%	0%	-32.5%	-32.5%
Revised Match Federal:					\$ 12,190	\$ 12,190
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and trade with TriMet, SMART's 5339 program is reduced and slipped to FFY 2024.. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: 5339 funds will now be obligated and expend during FFY 2024

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5339 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5339	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5339 supports buses and Bus Facilities needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ 76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ 80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ 80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500
		SMART Bus and Bus Facilities							

June 8, 2022
Linda Gehrke, Regional Administrator
Federal Transit Administration, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22192
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2022	7	Fiscal Constraint Cat:	Capital	MTIP ID:	71144
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5307	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2022	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2023	-				\$ 298,758	\$ -
5307	FF91	2023					\$ 576,323	\$ 576,323
								\$ -
							Federal Totals:	\$ 576,323
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 144,080	\$ 144,080
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 144,080
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 720,403	\$ 720,403
Total Project Cost Estimate (all phases):							\$	720,403
Year of Expenditure Cost Amount:							\$	720,403

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 346,955	\$ 346,955
Phase Change Percent:	0%	0%	0%	0%	92.9%	92.9%
Revised Match Federal:					\$ 144,080	\$ 144,080
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program is increased in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 298,758	\$ 550,000	\$137,500	\$ -	\$ 687,500

June 8, 2022
Linda Gehrke, Regional Administrator
Federal Transit Administration, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
DECREASE FUNDING**
Decrease 5310 approved funding for the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22193
Project Name: SMART Senior and Disabled Program (2023)	8	Fiscal Constraint Cat:	SM&O	MTIP ID:	71135
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5310	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Existing: Services and Facility Improvements for Elderly and Disabled Customers Replace with ---> Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: ADD ---> **FTA formula Section program funds supporting ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville**

STIP Description: Services and facility improvements for elderly and disabled customers.

Last Amendment of Modification: None. First amendment to MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 41,000	\$ -
5310	F160	2023					\$ 26,000	\$ 26,000
								\$ -
							Federal Totals:	\$ 26,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2023					\$ 6,500	\$ 6,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 6,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 32,500
							Total Project Cost Estimate (all phases):	\$ 32,500
							Year of Expenditure Cost Amount:	\$ 32,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (18,750)	\$ (18,750)
Phase Change Percent:	0%	0%	0%	0%	-36.6%	-36.6%
Revised Match Federal:					\$ 6,500	\$ 6,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and the fund trade with TriMet. MSART planned FFY 2023 5310 funding is being reduced. The net cost change is 36.8% which is above FTA's administrative threshold of 30%.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5310 program apportionment amounts.
2B	What is the funding source for the project? FTA - UZA apportionment and the fund trade with TriMet authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
SLIP & FUNDING**
Update projected 5339 funding and
slip to FFY 2024

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22194
Project Name: SMART Bus and Bus Facilities (Capital) 2023	9	Fiscal Constraint Cat:	Capital	MTIP ID:	71140
		ODOT Type	TR-CAP	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5339	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Bus and Bus Facility Upgrades Change to --> Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2022	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
STIP Amend #: TBD			MTIP Amnd #: SP23-01-SEP		

Detailed Description: None, ADD ---> SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as ADA lift and technology components and bus shelters and signs.

STIP Description: Bus and bus facility upgrades to ensure continued service.

Last Amendment of Modification: None. First amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2023	-				\$ 80,000	\$ -
5339	FF30	2024					\$ 50,000	\$ 50,000
								\$ -
Note: 5339 - assumed to be under "Buses and Bus Facilities Formula", section code 34 at 80% federal share							Federal Totals:	\$ 50,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2024					\$ 12,190	\$ 12,190
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 12,190
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 90,250	\$ 90,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 62,190	\$ 62,190
							Total Project Cost Estimate (all phases):	\$ 62,190
							Year of Expenditure Cost Amount:	\$ 62,190

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (28,060)	\$ (28,060)
Phase Change Percent:	0%	0%	0%	0%	-31.1%	-31.1%
Revised Match Federal:					\$ 12,190	\$ 12,190
Revised Match Percent:					19.6%	19.6%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and trade with TriMet, SMART's 5339 program is reduced and slipped to FFY 2024. The cost change exceeds FTA administrative threshold of 30% for cost changes.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: 5339 funds will now be obligated and expend during FFY 2024

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5339 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with a fund trade and final changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Transit
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5339	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5339 supports buses and Bus Facilities needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

FTA 5339 Funds										
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	2022	5339	\$ 70,000	\$ 47,887	\$ 9,577	\$ -	\$ 57,464	
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ 76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055	
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ 80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500	
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ 80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953	
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22195
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2023	10	Fiscal Constraint Cat:	Capital	MTIP ID:	71145
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5307	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2023	-				\$ 298,758	\$ -
5307	FF91	2023					\$ 550,000	\$ 550,000
								\$ -
							Federal Totals:	\$ 550,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 137,500	\$ 137,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 137,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 687,500	\$ 687,500
							Total Project Cost Estimate (all phases):	\$ 687,500
							Year of Expenditure Cost Amount:	\$ 687,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 314,052	\$ 314,052
Phase Change Percent:	0%	0%	0%	0%	84.1%	84.1%
Revised Match Federal:					\$ 137,500	\$ 137,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program projection increases in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
DECREASE FUNDING**
Decrease 5310 approved funding for the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22196
Project Name: SMART Senior and Disabled Program (2024)	11	Fiscal Constraint Cat:	SM&O	MTIP ID:	71136
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2026
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5310	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Existing: Services and Facility Improvements for Elderly and Disabled Customers Replace with ---> Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2024	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: ADD ---> **FTA formula Section program funds supporting ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville**

STIP Description: Services and facility improvements for elderly and disabled customers.

Last Amendment of Modification: None. First amendment to MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2024	-				\$ 41,000	\$ -
5310	F160	2024					\$ 26,000	\$ 26,000
								\$ -
							Federal Totals:	\$ 26,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024	-				\$ 10,250	\$ -
Local	Match	2024					\$ 6,500	\$ 6,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 6,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 32,500
							Total Project Cost Estimate (all phases):	\$ 32,500
							Year of Expenditure Cost Amount:	\$ 32,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (18,750)	\$ (18,750)
Phase Change Percent:	0%	0%	0%	0%	-36.6%	-36.6%
Revised Match Federal:					\$ 6,500	\$ 6,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and the fund trade with TriMet. MSART planned FFY 2023 5310 funding is being reduced. The net cost change is 36.8% which is above FTA's administrative threshold of 30%.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5310 program apportionment amounts.
2B	What is the funding source for the project? FTA - UZA apportionment and the fund trade with TriMet authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22198
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2024	12	Fiscal Constraint Cat:	Capital	MTIP ID:	71146
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2026
		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5307	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2024	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2024	-				\$ 298,758	\$ -
5307	FF91	2024					\$ 550,000	\$ 550,000
								\$ -
							Federal Totals:	\$ 550,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024	-				\$ 74,690	\$ -
Local	Match	2024					\$ 137,500	\$ 137,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 137,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 687,500	\$ 687,500
							Total Project Cost Estimate (all phases):	\$ 687,500
							Year of Expenditure Cost Amount:	\$ 687,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 314,052	\$ 314,052
Phase Change Percent:	0%	0%	0%	0%	84.1%	84.1%
Revised Match Federal:					\$ 137,500	\$ 137,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program projection increases in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
SCOPE & ADVANCE**
Convert to prevent maint per annual
fund swap & advance

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	22164
Project Name: Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	13	Fiscal Constraint Cat:	Capital	MTIP ID:	71103
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2024
		Capacity Enhancing:	No	RTP ID:	11335
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50392
		State Highway Route	N/A	RFFA Cycle:	2022-24
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	YES	Council Appr:	Yes
		FTA Conversion Code:	5307	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
STIP Amend #: TBD			MTIP Amnd #: SP23-01-SEP		

Detailed Description: ADD ---> The project is part of Metro and TriMet's annual UPWP STBG for Local funds exchange which provides Metro local funds to support TOD activities and TriMet federal STBG supporting their Preventative Maintenance program needs. TriMet commits the funds to their Preventative Maintenance program which provides labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties (FFY 2023 allocation/SFY 2024 UPWP).

STIP Description: None - To be added

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Y230	2025	-				\$ 3,600,373	\$ -
STBG-U	Y230	2023					\$ 3,600,373	\$ 3,600,373
								\$ -
Note: Annual RFFA Step 1 Metro-TriMet TOD fund swap							Federal Totals:	\$ 3,600,373
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 412,079	\$ -
Local	Match	2023					\$ 412,079	\$ 412,079
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 412,079
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
							Total Project Cost Estimate (all phases):	\$ 4,012,452
							Year of Expenditure Cost Amount:	\$ 4,012,452

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0%	0%	0%	0%	0.0%	0.0%
Revised Match Federal:					\$ 107,030	\$ 107,030
Revised Match Percent:					10.3%	2.7%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project from FFY 2025 to FFY 2023 as TriMet is ready to move forward with their TrAMS grant. The project scope is updated to reflect the fund exchange TriMet will use the STBG in support of their annual Preventative Maintenance program. Metro receives local funds from TriMet in exchange for the STBG which are used to complete TOD activities. The existing TOD project is a placeholder for TriMet to determine the specific use for the funds. This amendment now updates the scope to reflect the expected use of the STBG by TriMet. The STBG will flex transferred to FTA and has an expected conversion code of 5307. As part of the amendment, ODOT will assign a new Key number to the project as well.
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 Allocation Table Summary, confirmation from TriMet of the planned use of the funds to support their Preventative Maintenance program.
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: TriMet's TrAMS application is expected to move forward by December 2022.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? No. There are no changes to the STBG funding
2B	What is the funding source for the project? RFFA Step 1 Allocation Summary table
2C	Was the Proof-of Funding requirement satisfied and how? Yes, RFFA Step 1 Allocation Summary table
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

	Federal Fiscal Year							
	2016	2017	2018	2019	2020	2021	2022	2023
HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398
RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD FUNDING**
Increase 5337 funds per updated
UZA apportionment

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	22181
Project Name: TriMet Bus and Rail Preventive Maintenance (2023)	14	Fiscal Constraint Cat:	Maint	MTIP ID:	71210
		ODOT Type	TR-Cap	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	11335
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5337	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Capital Maintenance For Bus And Rail to ensure continued service		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: None. ADD ---> **Provides various fleet maintenance and servicing support such as light rail vehicle (LRV) maintenance and repairs including inspection pits, wheel-truing bay, truck repair, and long-term and short-term repair stations and inspections, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, and rebuild for the entire fleet for continue service**

STIP Description: Capital maintenance for bus and rail to ensure continued service

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5337	FF91	2023	-				\$ 26,356,662	\$ -
5337	FF91	2023					\$ 39,370,471	\$ 39,370,471
								\$ -
Note: 5337 is set at 80% federal percent							Federal Totals:	\$ 39,370,471
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 6,589,166	\$ -
Local	Match	2023					\$ 9,842,618	\$ 9,842,618
								\$ -
							Local Total	\$ 9,842,618
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,945,828	\$ 32,945,828
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 49,213,089	\$ 49,213,089
Total Project Cost Estimate (all phases):							\$	49,213,089
Year of Expenditure Cost Amount:							\$	49,213,089

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 16,267,261	\$ 16,267,261
Phase Change Percent:	0%	0%	0%	0%	49.4%	49.4%
Revised Match Federal:					\$ 9,842,618	\$ 9,842,618
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The projected FFY 2023 5339 formula funds are increased based on earlier FFY 2022 FTA formula fund apportionment to the UZA. The increase equals 49% which is above the FTA 30% threshold for administrative cost changes.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Review updates and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5337 funds
2B	What is the funding source for the project? FTA - UZA apportionment letter and revised FFY 2023 estimates
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter and EOY Updates from TriMet
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5337	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5337 funds support projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

	Programming History		Programming Changes				
Capital Maintenance For Bus and Rail to ensure continued service.	2023	5337 HIFG & HIMB	\$ 26,356,662	\$ 39,370,471	\$ 9,842,618	\$ -	\$ 49,213,088

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD FUNDING**
Increase 5310 funds per updated
UZA apportionment

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	22184
Project Name: Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310	15	Fiscal Constraint Cat:	Other	MTIP ID:	71213
		ODOT Type	Transit	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	11334
Short Description: Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5310	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
FTA Conversion Code:	N/A	Council Date:	10/6/2022		
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services.

STIP Description: Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

Last Amendment of Modification: Administrative -February 2022 - AM22-11-FEB1 - DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 1,405,437	\$ -
5310	F160	2023					\$ 2,020,560	\$ 2,020,560
								\$ -
Note: 5310 is set at 80% federal percent							Federal Totals:	\$ 2,020,560
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 351,359	\$ -
Local	Match	2023					\$ 505,140	\$ 505,140
Other	OTH0	2023					\$ 217,232	\$ 217,232
Note: Local = minimum 20% match amount required to show against the federal 5310							Local Total	\$ 722,372
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,756,796	\$ 1,756,796
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,742,932	\$ 2,742,932
							Total Project Cost Estimate (all phases):	\$ 2,742,932
							Year of Expenditure Cost Amount:	\$ 2,742,932

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 986,136	\$ 986,136
Phase Change Percent:	0%	0%	0%	0%	56.1%	56.1%
Revised Match Federal:					\$ 722,372	\$ 722,372
Revised Match Percent:					26.3%	26.3%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The projected FFY 2023 5310 formula funds are increased based on earlier FFY 2022 FTA formula fund apportionment to the UZA and a subsequent fund exchange with SMART. The increase equals 52% which is above the FTA 30% threshold for administrative cost changes.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Review updates and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5310 funds
2B	What is the funding source for the project? FTA - UZA apportionment letter and revised FFY 2023 estimates
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter and EOY Updates from TriMet
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11334 - Operating Capital: Safety & Security Phase 1
1B	RTP Project Description: Safety enhancements, CCTV, Transit Police.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds

FTA 5310 Funds										
22183	71212	Enhanced Seniors Mobility/ Individuals w/Disabilities (2022) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2022 2023	5310	\$ 1,343,821	\$ 1,961,709	\$ 490,427	\$ 151,464	\$ 2,603,600
22184	71213	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2023	5310	\$ 1,405,437	\$ 2,020,560	\$ 505,140	\$ 151,463	\$ 2,677,163



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: September 19, 2022
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: September FFY 2023 MTIP Formal Amendment & Resolution 22-5283 Approval Request

FORMAL AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE REQUIRED PHASE SLIPS AND MAKE REQUIRED CORRECTIONS TO MEET FALL OBLIGATIONS OR FEDERAL APPROVAL STEPS (SP23-01-SEP)

BACKGROUND

What This Is:

The September FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle represents the first formal MTIP amendment for FFY 2023. It primarily is a “corrective” and “clean-up” amendment completing required changes or adding projects that will obligate early during FFY 2023, or were above the amendment threshold for administrative modifications and require a formal/full amendment. The amendment bundle contains phase slips, funding changes, new projects, name/description updates and is being processed under MTIP Amendment SP23-01-SEP. The changes/additions need to occur early in FFY 2023 to position them properly for their planned fall phase obligation or next federal approval step which the MTIP and STIP is part of the approval steps. The bundle contains a total of 15 project amendments.

What is the requested action?

JPACT approved Resolution 22-5283 consisting of additions or changes to fifteen total projects to the MTIP enabling federal reviews and fund obligations to then occur in early Fall of 2022 and now recommends approval by Metro Council.

A summary of the projects and amendment actions within the bundle are shown on the next pages.

September FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: SP23-01-SEP				
Total Number of Projects: 15				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22609 MTIP ID TBD New Project	ODOT	OR8: East Lane (Cornelius) (New Project)	Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
(#2) ODOT Key # 22613 MTIP ID TBD New Project	ODOT	Portland Metro and Surrounding Areas Safety Reserve	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
(#3) ODOT Key # 22645 MTIP ID TBD New Project	Multnomah County	Broadway Bridge Deck Replacement	Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the new project with ODOT Bridge program awarded funding.
(#4) ODOT Key # 20874 MTIP ID: 70904	SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software	<u>ADD FUNDS:</u> The amendment increases the authorized 5307 funding for the project.

<p>(#5) ODOT Key # 22190 MTIP ID: 71134</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2022)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers</p>	<p><u>CANCEL PROJECT:</u> Key 22190 is canceled as SMART has traded funds with TriMet. Key 22190 is no longer a project.</p>
<p>(#6) ODOT Key # 22191 MTIP ID: 71139</p>	<p>SMART</p>	<p>SMART Bus and Bus Facilities (Capital) 2022</p>	<p>Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service</p>	<p><u>FUNDING AND DESCRIPTION:</u> Decrease authorize FTA section 5339 funds and expand description per FTA guidance</p>
<p>(#7) ODOT Key # 22192 MTIP ID: 71144</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2022</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2022</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project per the updated UZA Apportionment letter</p>
<p>(#8) ODOT Key # 22193 MTIP ID: 71135</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2023)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</p>	<p><u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.</p>

<p>(#9) ODOT Key # 22194 MTIP ID: 71140</p>	<p>SMART</p>	<p>SMART Bus and Bus Facilities (Capital) 2023</p>	<p>Bus and Bus Facility Upgrades Supports replacement/ rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service</p>	<p><u>SLIP & FUNDING:</u> Decrease projected authorized 5339 funds and slip project to FFY 2024</p>
<p>(#10) ODOT Key # 22195 MTIP ID: 71145</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2023</p>	<p>Maintenance and Bus Fleet Replacement and Software</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>(#11) ODOT Key # 22196 MTIP ID: 71136</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2024)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</p>	<p><u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.</p>
<p>(#12) ODOT Key # 22198 MTIP ID: 71146</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2024</p>	<p>Maintenance and Bus Fleet Replacement and Software</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>(#13) ODOT Key # 22164 MTIP ID: 71103</p>	<p>TriMet</p>	<p>Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)</p>	<p>Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost- effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program</p>	<p><u>SCOPE ADJUSTMENT & ADVANCE:</u> The formal amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope based on TriMet's planned use for the STBG funds</p>

			needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district	
(#14) ODOT Key # 22181 MTIP ID: 71210	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	Capital Maintenance For Bus And Rail to ensure continued service	ADD FUNDING: Increase authorized 5337 funds based on revised FFY 2023 FTA UZA estimates
(#15) ODOT Key # 22184 MTIP ID: 71213	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	ADD FUNDING: Increase authorized 5310 funds based on revised FFY 2023 FTA UZA estimates

AMENDMENT BUNDLE SUMMARY:

The September FFY 2023 Formal MTIP Amendment bundle involves adding three new projects to the MTIP, canceling one project, and completing required funding, description, and/or other technical corrections. A total of 15 projects are included on the September, SP23-01-SEP1 amendment bundle. All projects in the bundle completed a 30-day public notification/opportunity to comment period consistent with Metro’s Public Participation Plan. The public comment period opened on August 30, 2022 and closed on September 28, 2022.

The included transit projects were reviewed in early summer 2022 with various adjustments being made through administrative modifications. The projects in this bundle reflect required changes that fell outside the amendment matrix for administrative changes. Generally, the project changes triggered a formal amendment were due to the following reasons:

- The change resulted in adding the project to the MTIP.
- The action canceled the project from the MTIP.
- The change updated project costs which:
 - Were above the 30% cost change threshold for transit projects.
 - Were above the 30% cost change threshold for roadway/capital improvement projects with a total project cost between \$1 and 5 million dollars.
 - Were above the 20% cost change threshold for roadway/capital improvement projects with a total project cost above \$5 million.

Most of the required project changes were identified during this past summer and where changes could occur administratively, Metro and ODOT completed the administrative modifications. However, the revised Federal Transit Administration (FTA) Urbanized Zone Area (UZA) apportionment for FFY 2022 was far more significant than anticipated which triggered the formal

amendment for numerous transit projects. The changes for these project are now occurring through this formal amendment.

TPAC September 2, 2022 Meeting Summary:

TPAC members received their MTIP Formal Amendment notification and summary on September 2, 2022. Ken Lobeck, Metro Staff, discussed the need for the amendment and why Metro was starting early for FFY 2023. He also provide a short summary of the changes occurring to the fifteen projects in the amendment bundle.

Chris Deffebach, Washington County asked for clarification about the urbanized zone (UZA) and if this meant Metro now was handling amendment needs for C-Tran. Ken explained that inclusion of the UZA map was informational to help show that FTA formula funds are appropriated in a different fashion from FHWA based funds. He continued that the MTIP amendment responsibilities only include TriMet and SMART.

Tara O’Brien, TriMet, asked about future opportunities for TriMet to submit required project amendments and how often would this occur. Ken stated that Metro completes a formal MTIP amendment on a monthly basis and administrative modifications on an ongoing basis as needed. He also stated as part of the Annual Obligation Targets development process (to begin in October 2022 for FFY 2023), Metro will include all FFY 2023 transit projects for TriMet and SMART to review and update if needed to help ensure their FTA Transit Awards Management System (TrAMS) grants move efficiently through FTA’s approval process.

With no further questions, TPAC provided a unanimous approval recommendation to JPACT to approve Resolution 22-5283 consisting of additions and changes to fifteen projects to the MTIP which will enable federal reviews and fund obligations to then occur in early Fall of 2022.

JPACT September 15, 2022 Meeting Summary:

The September Formal MTIP Amendment was included as a consent item on the JPACT agenda. The amendment was passed without discussion or comments by JPACT members.

A more detailed overview of each project amendment in the bundle begins below.

Project #1	OR8: East Lane (Cornelius) – New project
<p><u>Project Description:</u> Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 22609 • MTIP ID#: New TBD – not yet assigned • RTP ID: 12095 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval Yes – July 14, 2022 (Approval part of the ODOT annual amendment submission) • Performance Measurements applicable: Yes – Safety 	

- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment adds the new project to the MTIP allowing PE and construction to move forward and be obligated during FFY 2023. This is a new project being added to the STIP under ODOT's annual end of federal fiscal year adjustment. Under that ODOT process. Each year ODOT completes a programming reconciliation based on their projection of final available funding against the status of their projects. Necessary adjustments and submission of new projects occur through this process which is referred to as the ODOT Annual Amendment. The Annual amendment consolidates as many changes or new additions through a single STIP amendment request to the Oregon Transportation Commission (OTC).

Based on the review, the new project was added to the ODOT Annual Amendment. See Attachment 1 (OTC Item) that provides additional details for the ODOT Annual Amendment.

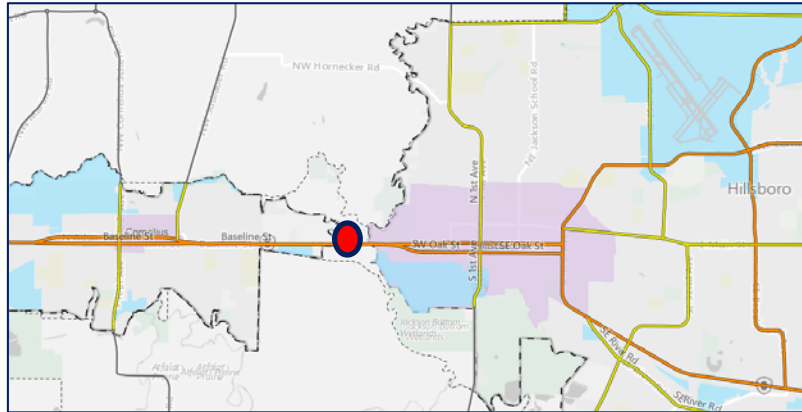
Support Item(s):

ODOT Annual Amendment Funding Table

Key Number	Region	Project name	BMP	EMP	Bridge #
20435	1	OR99W: I-5 - McDonald St	7.47	13.74	
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136
22431	1	OR141/OR217 curb ramps	var	var	
22432	1	US30BY curb ramps	var	var	
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var	
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2	
22615	1	Portland metro and surrounding areas safety reserve	var	var	
18271	2	US101 at Asbury Creek	34.7	34.8	01796
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161

Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00
CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN	Fish Passage	Fix-It SW Fish Pass	\$7,300,000.00	\$3,400,000.00
PE & CN	Modernization	Enhance Region 2 Fix-It SW Bridge	\$35,960,436.00	\$50,460,436.00

Location Maps



Project #2	Portland Metro and Surrounding Areas Safety Reserve (New Project)
<p>Project Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT 	

- ODOT Key Number: **22613**
- MTIP ID#: New TBD – not yet assigned
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval Yes – July 14, 2022 (Approval part of the ODOT annual amendment submission)
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment adds the new project to the MTIP. OTC approved the project for STIP inclusion as part of the FFY 2022 ODOT Annual Amendment. The Safety Reserve funding bucket functions similar to Emergency Relief funding scenarios. The Safety Reserve will support urgent needed safety projects that are time sensitive and safety mitigation is an immediate priority.

As projects are approved, the funding will be split off from the safety reserve and programmed in the MTIP and STIP as individual projects. OTC has allocated \$1 million total from the HB2017 Safety category to support the Region 1 Safety Reserve. OTC approved the Region 1 Safety Reserve on July 22, 2022. See Attachment 1 (OTC Item) that provides additional details for the ODOT Annual Amendment.

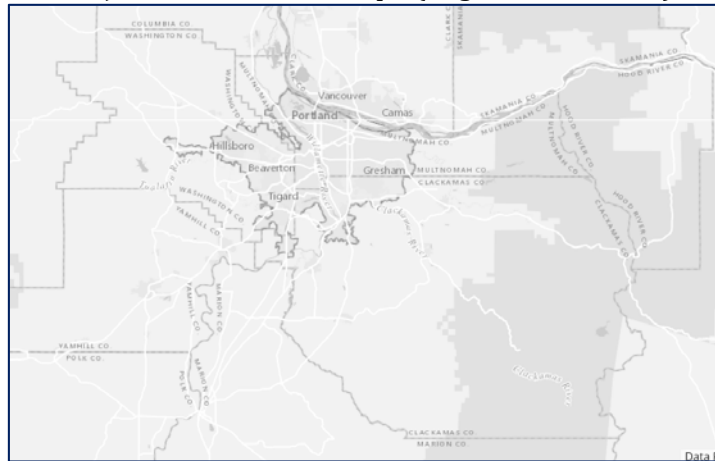
Support Item(s):

ODOT Annual Amendment Funding Table

Key Number	Region	Project name	BMP	EMP	Bridge #
20435	1	OR99W: I-5 - McDonald St	7.47	13.74	
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136
22431	1	OR141/OR217 curb ramps	var	var	
22432	1	US30BY curb ramps	var	var	
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var	
22609	1	OR 8- East Lane (Cornelius)	15.2	15.2	
22613	1	Portland Metro and surrounding areas safety reserve	var	var	
18271	2	US101 at Asbury Creek	34.7	34.8	01796

Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00
CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN	Fish Passage	Fix-it SW Fish Pass	\$7,300,000.00	\$3,400,000.00

Project Location Area Map - (Regional Locations)



Project #3	Broadway Bridge Deck Replacement
<p>Project Description: Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: Multnomah County • ODOT Key Number: 22645 • MTIP ID#: New TBD – not yet assigned • RTP ID: 11902 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes – via ODOT Bridge program award confirmation • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval: No – approval from ODOT Bridge program for new funding award • Performance Measurements applicable: Yes – Bridge 	

- Special Amendment Performance Assessment Required: No – The project is not capacity enhancing or exceeds \$100 million dollars
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment adds the new project to the MTIP. Multnomah County initiate Preliminary Engineering in FFY 2021 using their local funds. During FFY 2022 the ODOT Bridge Program awarded construction funds for the project. MTIP and STIP programming is now occurring.



The Broadway Bridge was built in 1911-12, with a new approach added in 1927 and an old approach replaced by the City of Portland in 1999-2002. It carries four lanes of automobile traffic and one streetcar line, and is also a popular river crossing for people on bicycles. It was originally painted black, but was repainted to “Golden Gate Red” in 1963.

Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary about 25 times per month, primarily to accommodate grain terminal ships.

The Broadway’s lift span deck is currently made of fiber-reinforced polymer (FRP) structural members. The existing FRP decking on the movable spans is retaining water and the structural beams have begun to fail, resulting in the need for extensive temporary repairs by County maintenance. The deck and supporting beams will be replaced with concrete-filled steel. This is the same type of deck that can currently be seen on the Morrison Bridge.

Multnomah County will also replace the sidewalks on the lift span, existing gears, motor brakes, machinery supports and flooring, and the machinery brakes that help control the movable spans. Just like a car, all our movable bridges need brakes to control the speed at which the bridge closes. We will also be upgrading the electrical system to handle the new machinery. During construction, the streetcar tracks will be removed and put back in place. There will be no change in streetcar operations once the project is complete.

Construction is proposed to begin during Summer of 2023.

Support Items:

ODOT Bridge Program LASB Minutes (Funding Award confirmation)

LABSC Meeting Minutes 04/04/2022

Big Bridge Funding

Holly and Michael shared the presentation and spreadsheet for the Big Bridge portion of the Local Bridge Program. Jon led the discussion. Each bridge was reviewed, and Jon shared that the priority for Multnomah County is the Broadway Bridge project that includes the replacement of the FRP deck and machinery for the lift span. The City of Klamath Falls bridge has funding (Key 22042, PE \$271K, CN \$2.5M) which is insufficient. Holly shared there is an estimate for this project from a consultant for \$7.8M, but that is a scoping estimate. Holly suggested that this project should be included in the scoping effort that will take place this summer. Jon suggested using a \$5M placeholder for this bridge project.

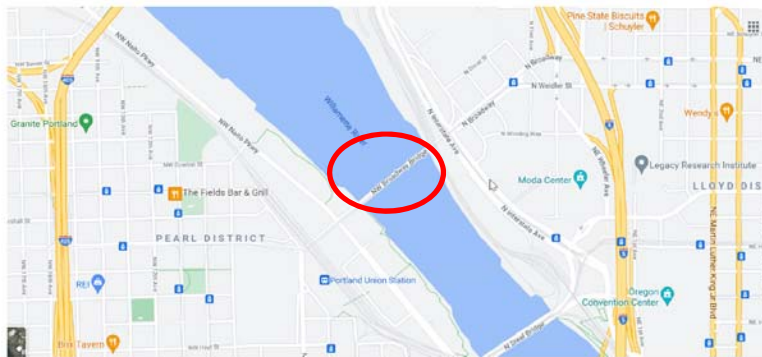
The LABSC voted 9-0 to fully fund the first 3 big bridges on the list (Marion County, City of Eugene, Multnomah County Broadway Bridge), and to have the City of Klamath Falls Bridge included in the scoping effort this summer, with a \$5M placeholder for funding.

Large Rehab		\$31,024,910 Allocated										102.0% Allocation		(\$625,090) Remaining	
Bridge	Agency	Type	On-Off	Region	SRF	TBF	LDf	UBF	sf (sole	nfs (near	hut (high	tmt	tmt		
05789A	Marion County	Rehab	On - Big	2	34.00	0.00	0.00	23.01	1.00	1.00	1.00	3027	1.30		
40056	City of Eugene	Rehab	On - Big	2	10.40	0.00	0.00	24.80	1.00	1.00	1.41	46253	1.41		
06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41		
06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41		
06757A	Multnomah County	Rehab	On - Big	1	0.00	0.00	0.00	0.00	1.00	1.00	1.00	790	1.20		
03849B	City of Klamath Falls	Rehab	On - Big	4	21.50	5.00	0.00	13.71	1.00	1.00	1.00	3836	1.30		

\$31,650,000 Selected		102.0% Allocation			
BNM	FCM	TRS	Report	Condition	Cost
1.30	1.41	52.40	Rpt.	Fair	\$6,013,000
1.41	1.40	34.84	Rpt.	Fair	\$1,837,000
1.41	1.40	7.72	Rpt.	Fair	\$18,800,000
1.41	1.40	7.72	Rpt.	Fair	\$15,785,000
1.20	1.40	0.00	Rpt.	Poor	\$20,390,000
1.30	1.40	36.59	Rpt.	Fair	\$5,000,000

Construction phase estimated cost -->

Project Location



Project #4	SMART Bus Purchase/PM/Amenities and Technology 2021
Project Description: Maintenance and Bus Fleet Replacement and Software	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> Lead Agency: SMART ODOT Key Number: 20874 	

- MTIP ID#: 70904
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment increases the authorized FTA section 5307 funding for the project. The cost change is 43% which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

Support Items:

Project Details			Programming History		Current Programming Amounts			
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Federal	Local	Other	Total
FTA 5307 Funds								
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

**Project #5 SMART Senior and Disabled Program (2022)
(Canceled Project)**

Project Description:

Services and Facility Improvements for Elderly and Disabled Customers

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22190**
- MTIP ID#: 71134
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: No
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment cancels the project from the MTIP and STIP. As a result of the summer FTA formula fund apportionment updates, SMART has agreed to swap the 5310 funds with TriMet for FTA Section 5307 funds. Key 22190 is being canceled.

Support Items:

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -

Project #6 SMART Bus and Bus Facilities (Capital) 2022

Project Description:

Bus and Bus Facility Upgrades

Change to --> **Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service**

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22191**
- MTIP ID#: 71139
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5339 funding to the project and slips the project to FFY 2024. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment which is then split among TriMet, SMART, and C-Tran.

Support Items: FTA Apportionment Funding Update Split

June 8, 2022
 Linda Gehrke, Regional Administrator
 Federal Transit Administration, Region X
 915 Second Avenue, Suite 3142
 Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	616,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

Project #7 SMART Bus Purchase/PM/ Amenities and Technology 2022

Project Description:

Maintenance and Bus Fleet Replacement and Software

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22192**
- MTIP ID#: 71144
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment increases the authorized FTA section 5307 funding for the project. The cost change equals a 92% increase which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

Support Items:

UZA Apportionment Revised Split Letter

June 8, 2022
 Linda Gehrke, Regional Administrator
 Federal Transit Administration, Region X
 915 Second Avenue, Suite 3142
 Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

Project #8 SMART Senior and Disabled Program (2023)

Project Description:

~~Services and Facility Improvements for Elderly and Disabled Customers~~
Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22193**
- MTIP ID#: 71135
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5310 funding to the project. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and fund trade between SMART and TriMet. The et cost change is 36% which is above the 30% threshold and requires a formal/full amendment to complete.

Support Items: FTA Apportionment and EOY Funding Update Split

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

Project #9	SMART Bus and Bus Facilities (Capital) 2023								
<p>Project Description: Bus and Bus Facility Upgrades Change to --> Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service</p>									
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: SMART • ODOT Key Number: 22194 • MTIP ID#: 71145 • RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval No – not applicable • Performance Measurements applicable: Yes – Transit • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 									
<p>Description of Changes The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5339 funding to the project and slips the project to FFY 2024. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and subsequent fund trade between TriMet and SMART</p>									
<p>Support Items:</p> <p style="text-align: center;">FTA Apportionment and EOY Funding Update Split</p>									
FTA 5339 Funds									
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	2022	5339	\$ 70,000	\$ 47,887	\$ 9,577	\$ -	\$ 57,464
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ 76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ 80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ 80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500

Project #10 SMART Bus Purchase/PM/ Amenities and Technology 2023

Project Description:

Maintenance and Bus Fleet Replacement and Software

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22195**
- MTIP ID#: 71145
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment increases the projected authorized FTA section 5307 funding for the project. The cost change equals an 84% increase which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

Support Items:

FTA Apportionment and EOY Funding Update Split

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

Project #11 SMART Senior and Disabled Program (2023)

Project Description:

Services and Facility Improvements for Elderly and Disabled Customers

Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **22196**
- MTIP ID#: 71136
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5310 funding to the project. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and fund trade between SMART and TriMet. The net cost change is 36% which is above the 30% threshold and requires a formal/full amendment to complete.

Support Items:

FTA Apportionment and EOY Funding Update Split

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

Project #12		SMART Bus Purchase/PM/ Amenities and Technology 2024																																																																													
<p>Project Description: Maintenance and Bus Fleet Replacement and Software</p>																																																																															
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: SMART • ODOT Key Number: 22198 • MTIP ID#: 71146 • RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval No – not applicable • Performance Measurements applicable: Yes – Transit • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 																																																																															
<p>Description of Changes The September FFY 2023 Formal Amendment increases the projected authorized FTA section 5307 funding for the project. The cost change equals an 84% increase which is above the FTA 30% threshold and requires a formal amendment to complete.</p> <p>The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.</p>																																																																															
<p>Support Items:</p> <p style="text-align: center;">FTA Apportionment and EOY Funding Update Split</p> <table border="1"> <thead> <tr> <th>Key</th> <th>Lead Agency</th> <th>Project Name</th> <th>Current Programmed Year</th> <th>Federal Fund Type</th> <th>Current Federal Amounts</th> <th>Revised Federal</th> <th>Revised Local</th> <th>Revised Other</th> <th>Revised Total</th> </tr> </thead> <tbody> <tr> <td colspan="10" style="text-align: center;">FTA 5307 Funds</td> </tr> <tr> <td>20873</td> <td>SMART</td> <td>SMART Bus Purchase/PM Amenities and Technology 2020</td> <td>2023</td> <td>5307</td> <td>\$ 417,404</td> <td>\$ 417,404</td> <td>\$ 104,351</td> <td>\$ -</td> <td>\$ 521,755</td> </tr> <tr> <td>20874</td> <td>SMART</td> <td>SMART Bus Purchase/PM Amenities and Technology 2021</td> <td>2023</td> <td>5307</td> <td>\$ 298,758</td> <td>\$ 428,120</td> <td>\$ 107,030</td> <td>\$ -</td> <td>\$ 535,150</td> </tr> <tr> <td>22192</td> <td>SMART</td> <td>SMART Bus Purchase/PM/ Amenities and Technology 2022</td> <td>2023</td> <td>5307</td> <td>\$ 298,758</td> <td>\$ 576,323</td> <td>\$ 144,080</td> <td>\$ -</td> <td>\$ 720,403</td> </tr> <tr> <td>22195</td> <td>SMART</td> <td>SMART Bus Purchase/PM/Amenities and Technology 2023</td> <td>2023</td> <td>5307</td> <td>\$ 298,758</td> <td>\$ 550,000</td> <td>\$ 137,500</td> <td>\$ -</td> <td>\$ 687,500</td> </tr> <tr> <td>22198</td> <td>SMART</td> <td>SMART Bus Purchase/PM/Amenities and Technology 2024</td> <td>2024</td> <td>5307</td> <td>\$ 298,758</td> <td>\$ 550,000</td> <td>\$ 137,500</td> <td>\$ -</td> <td>\$ 687,500</td> </tr> </tbody> </table>										Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total	FTA 5307 Funds										20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755	20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150	22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403	22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500	22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total																																																																						
FTA 5307 Funds																																																																															
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755																																																																						
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150																																																																						
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403																																																																						
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500																																																																						
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500																																																																						

Project #13 **Transit-Oriented Development (TOD) program (FFY 2023)**
Preventive Maintenance Support (FFY 2023)

Project Description:

~~Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year)~~

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

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- ODOT Key Number: **22164**
Added note: Because the project is being advanced from FFY 2025 which is outside of the STIP years, ODOT will assign a new Key number for the project.
- MTIP ID#: 71103
- RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope to reflect that TriMet will use the fund exchange STBG in support of their Preventative Maintenance program. The programmed STBG is part of the annual Metro-TriMet fund exchange. Metro exchanges STBG allocated to the Transit Oriented Development (TOD) program for local funds from TriMet.

Metro commits the local funds to support Metro TOD program activities. TriMet will apply the STBG via a flex transfer to FTA to their Preventative Maintenance program. The TOD STBG program in Key 22164 is set up as a placeholder for TriMet to evaluate how they will use the funds. Once decided, an amendment occurs to change the project to reflect how TriMet will use the funds, Normally, TriMet applies the STBG to their Preventative Maintenance program.

The origin of the STBG funds is the Regional Flexible Fund Allocation (RFFA) – Step 1 program. Verification of the annual allocation is stated in the RFFA Step1 Summary Table.

Support Items:

RFFA Step 1 Summary Allocation Table

	Federal Fiscal Year							
	2016	2017	2018	2019	2020	2021	2022	2023
HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,838,988
RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709

Project #14	TriMet Bus and Rail Preventive Maintenance (2023)						
<p><u>Project Description:</u> Capital Maintenance For Bus And Rail to ensure continued service</p>							
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • ODOT Key Number: 22181 • MTIP ID#: 71210 • RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval No – not applicable • Performance Measurements applicable: Yes – Transit • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 							
<p><u>Description of Changes</u></p> <p>The September FFY 2023 Formal Amendment increases the estimate FTA 5337 formula funds for TriMet. The increase results from a significant revised FFY 2022 Urbanized Zone Area (UZA) appropriation which resulted in FFY 2023 estimates. TriMet is a direct recipient for the appropriated funds and works directly with FTA on the UZA formula apportionments. TriMet identified the revised estimate during July. The formal amendment completes the required increase to the project.</p> <p>The added funding increases the 5337 to \$39,370,471 resulting in a total project cost of \$49,213,088 which equals a 49% increase and is above the FTA 30% threshold for cost change administrative changes. This triggers the need for a formal amendment.</p>							
<p>Support Items:</p>							
<p>TriMet EOY Revised FFY 2023 Formula Estimates</p>							
	Programming History		Programming Changes				
Capital Maintenance For Bus and Rail to ensure continued service.	2023	5337 HIFG & HIMB	-\$ 26,356,662	\$ 39,370,471	\$ 9,842,618	\$ -	\$ 49,213,088

Project #15 Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310

Project Description:

Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- ODOT Key Number: **22184**
- MTIP ID#: 71213
- RTP ID: 11334 - Operating Capital: Safety & Security Phase 1
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment increases the estimated 5310 apportionment to TriMet for FFY 2023. Similar to the needed changes to TriMet’s 5337 program, the 5310 increases resulted in a 52% cost change to the project and above the FTA threshold of 30% which triggered the need for the formal amendment.

Support Items:

TriMet EOY Revised FFY 2023 Formula Estimates

FTA 5310 Funds										
22183	71212	Enhanced Seniors Mobility/ Individuals w/Disabilities (2022) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2022 2023	5310	\$ -1,242,824	\$ 1,961,709	\$ 490,427	\$ 151,464	\$ 2,603,600
22184	71213	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2023	5310	\$ -1,405,487	\$ 2,020,560	\$ 505,140	\$ 151,463	\$ 2,677,163

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30 day Public Notification period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the September FFY 2023 Formal MTIP amendment (SP23-01-SEP) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	August 26,2022
• Initiate the required 30-day public notification process.....	August 30, 2022
• TPAC notification and approval recommendation.....	September 2, 2022
• JPACT approval and recommendation to Council.....	September 15, 2022
• Completion of public notification process.....	September 28, 2022
• Metro Council approval.....	October 6, 2022

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	October 12, 2022
• USDOT clarification and final amendment approval.....	Early November, 2022

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

JPACT approved Resolution 22-5283 consisting of additions or changes to fifteen total projects to the MTIP enabling federal reviews and fund obligations to then occur in early Fall of 2022 and now recommends approval by Metro Council.

One Attachment: OTC July 14, 2022 Annual Amendment Staff Item



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: June 30, 2022

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item L** – Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the STIP.

Background:

Previously, when new project opportunities arose, actions were taken on a project-by-project basis. This was not efficient as it increased the number of amendments approved by the OTC, the Director, or the Delivery & Operations Division Administrator.

At the July 15, 2021 Oregon Transportation Commission meeting, a new proposed yearly OTC approval process was presented for an annual approval of the majority of STIP amendments. The OTC approved the new process. And in September 2021, the OTC approved the first annual STIP amendment.

This is the 2022 annual amendment. The attached list of added, modified, or canceled projects for the 21-24 STIP consists of the highest priority projects for each region (as determined by the region). These projects will be paid for with pre-determined funding reserves and/or the additional funding from the Infrastructure Investments and Jobs Act (IIJA).

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the Climate Office analyzed the 2022 STIP adjustments, assessing changes in climate outcomes. A majority of projects address increasing costs due to inflationary pressures. An additional set contain newly scoped project features or new projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals.

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. More information on these results and the associated methodology can be found in Attachment 2.

Oregon Transportation Commission

June 30, 2022

Page 2

Next Steps:

With approval, ODOT will add, modify or cancel the attached projects in the 21-24 STIP.

Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project as a separate amendment.

Attachments:

- Attachment 1 – 2022 Annual STIP Amendment – Project List
- Attachment 2 – Applying Climate Lens to the 2022 Annual STIP Adjustment

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 SW ADA	\$26,235,466.00	\$26,235,466.00	\$0.00	Increase the Construction phase, adding funds for ADA and preservation scope.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00	\$2,537,377.00	Add CN phase for 2024.
22431	1	OR141/OR217 curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00	\$1,925,639.00	Increase PE & RW
22432	1	US30BY curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06	\$8,333,068.06	Increase PE & RW
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var		PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00	\$11,759,000.00	Add new project
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2		PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new project
22613	1	Portland Metro and surrounding areas safety reserve	var	var		OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new safety bucket
18271	2	US101 at Asbury Creek	34.7	34.8	01796	PE, CN		Fix-It SW Fish Pass Fish Passage	\$7,300,000.00	\$3,400,000.00	-\$3,900,000.00	Cancel CN phase. Add \$1.6M to PE. Schedule extended due to additional design work needed for fish passage. CN will be funded in next STIP.
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161	PE & CN		Enhance Region 2 Fix-It SW Bridge Modernization	\$35,960,436.00	\$50,460,436.00	\$14,500,000.00	Add \$500k to PE and \$14M to CN for full length widening to 3 lanes SB, replace Battle Cr Rd Br, add broadband to entire project length and inflation costs. Add NB Commercial St Br to location data.
21538	2	I-105: Willamette R - Pacific Hwy	0.91	3.99	08689B, 08689C, 08689D, 08689E, 08689F, 08700A, 08965E	CN		Fix-It SW IM Fix-It SW Bridge Preservation	\$6,981,420.00	\$11,221,527.00	\$4,240,107.00	Add \$4,240,107 to CN to account for increase in paving material cost. Add bridge locations that were not added per CMR-01, update description to include repairing delamination on bridges.
22433	2	OR36: Cleveland Creek Culvert	5.68	5.68		CN		HB2017 Culvert Fish Passage	\$2,000,000.00	\$2,946,123.00	\$946,123.00	Add \$946,123 to CN phase due to stream enhancement, inflation and increased materials cost.
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.30 121.42	118.70 125.00		PE & RW		SW ADA Transition ADA	\$11,109,200.00	\$12,063,225.00	\$954,025.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
22435	2	OR47/OR8/US30 curb ramps	var	var		PE & RW		SW ADA Transition ADA	\$6,330,298.00	\$9,075,262.00	\$2,744,964.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
22459	2	Rockaway Beach Path				PE & CN		SW Off-Sys BikePed Bike/Ped	\$1,757,001.00	\$750,000.00	-\$1,007,001.00	Cancel CN phase. Project can't be delivered within current schedule. Add \$454,999 to PE. Project expanded to entire city portion of trail route.
	2	OR132: Good Pasture Rd to Green Acres Rd	0.26	0.76	09358	PE		Modernization JTA	\$0.00	\$6,086,051.00	\$6,086,051.00	Add new design-only project using JTA saving from Beltline projects.
	2	OR18: Oldsville Rd - MP 43.81	40.38	43.81		CN		Fix-It Region 2 Preservation	\$0.00	\$3,300,000.00	\$3,300,000.00	Add new CN-only project to complete paving project. Design was completed in K21548. Due to cost escalation the construction scope of that KN was reduced.
	2	OR126: Huston Roundabout	47.83	47.85		PE		Rail Safety Fix-It Region 2 Operations	\$0.00	\$1,400,000.00	\$1,400,000.00	Add a new design-only project to construct a roundabout using \$500k Rail funds and \$900k of Region 2 funds.
20166	3	I-5 & OR138E: Variable Message & Curve Warning Signs	45.61 99.00	135.15 99.00		CN		HB2017 Safety OP-ITS	\$7,269,656.00	\$4,969,328.00	-\$2,300,328.00	Moving HB2017 Safety funds to new project K22597 for chip seal and safety improvements on US199 and OR42
20261	3	US101: Parkview Dr - Lucky Ln (Brookings)	355.87	356.74		PE, RW, & CN		SW SRTS Modernization	\$3,237,000.00	\$4,417,000.00	\$1,180,000.00	Project was selected for SWIP strategic program. Project also adds local funds. Scope added for additional pedestrian features and sidewalks.
21673	3	I-5: Azalea - Glendale	var	var	19312, 19107, 19313, 19106, 19891	CN & OT		Fix-It SW IM Fix-It Region 3 Preservation	\$5,758,962.00	\$15,356,000.00	\$9,597,038.00	Combine portion of scope from K21713, advance CN funds from 24-27 STIP to fund addition of NB portion of project previously funded through PE
21675	3	I-5: North Ashland - South Ashland	11.44	19	08739	CN		Fix-It SW IM Fix-It SW Bridge Preservation	\$900,000.00	\$12,595,393.00	\$11,695,393.00	Advance CN funding from 24-27 STIP
21676	3	OR99/OR238/OR62: Big X Intersection (Medford)	var	var	18525, 06605A, 08821, 09590	PE & CN		HB2017 Preservation JTA	\$11,162,700.00	\$14,273,172.00	\$3,110,472.00	Adding JTA and SW HB2017 funds; removing some AT Leverage and Fix-It SW Bridge funds to make project whole.
21677	3	OR42: Lookingglass Creek to I-5 (Winston)	72.54	76.03	01986A, 01923, 01923A, 02173A	CN		Fix-It Region 3 SW Fix-It Bridge Preservation	\$13,060,372.00	\$18,860,700.00	\$5,800,328.00	Add IIIA Pres and Bridge funds to accommodate inflated bids and additional paving treatments
21680	3	US101 at East Bay Road	233.45	233.45		CN		Fix-It Region 3 Operations	\$1,159,000.00	\$1,995,000.00	\$836,000.00	Adding funds from CN phase of 21698 to fund DAP estimate of this higher priority project
21698	3	US101: Anderson Rockfall	334.3	334.3		CN		Fix-It Region 3 Operations	\$969,000.00	\$133,000.00	-\$836,000.00	Cancel CN phase of this project to fund higher priority project; K21680. CN phase of this project will be a priority in the 24-27 STIP
21713	3	I-5: Region 3 Clear Zone Improvements	var	var		PE, RW, CN, & OT		ARTS region 3 Safety	\$2,722,800.00	\$0.00	-\$2,722,800.00	Cancel project; scope and funding added to K21673 and K21674; Savings will go back to the R3 ARTS program

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
22384	3	OR99: Glenwood - Coleman Creek	10.23	11.03			CN	SW Pedbike Strategic AT Leverage	\$1,974,966.00	\$1,974,966.00	\$0.00	Attachment: OTC July 14, 2022 Annual Amendment Staff Item Program for Pedbike Strategic program, adding AT Leverage to make CN phase whole
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	var	var		PE & RW	ADA	SW ADA Transition	\$6,427,380.00	\$8,066,607.00	\$1,639,227.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22438	3	Jackson County curb ramps, phase 2	var	var		PE & RW	ADA	SW ADA Transition	\$5,247,353.00	\$8,476,501.00	\$3,229,148.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22597	3	OR42: Lookingglass Crk - Benedict & US199: Applegate - CA	var	var		PE, CN, & OT	Preservation	SW Chip Seal, HB2017 Safety Region 3	\$0.00	\$8,471,000.00	\$8,471,000.00	Add new priority safety project. Funds coming from K21677 and K20166
	3	Payton Bridge Deck Rehabilitation	35.41	35.41	16063	PE	Bridge	Fix-It SW Bridge	\$0.00	\$1,235,000.00	\$1,235,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
	3	I-5: Cabin Creek - Sutherlin	136.52	143		PE	Preservation	Fix-It SW IM	\$0.00	\$750,000.00	\$750,000.00	New Project to review existing forensic info and complete additional field investigation to determine extent of repairs needed. Once identified, will design project through DAP
	3	OR99: Rogue River Bridge, Gold Hill Spur	2.65	2.65	00576	PE	Bridge	Fix-It SW Bridge	\$0.00	\$2,139,000.00	\$2,139,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
20011	4	US20: Tumalo - Cooley Rd. (Bend)	14.31	18.3		CN	Preservation	Enhance region 4 - \$914,939 R4 Highway Leverage Region 4 - \$44,874 R4 Fix-It Region 4 - \$700,000 ARTS Region 4 - \$1,485,745	\$20,446,815.00	\$23,592,373.00	\$3,145,558.00	Additional funds being added to account for market changes and construction cost increases. Project current includes HWY Leverage, Safety, Preservation, ARTS funds; the added funds reflect increases in the corresponding construction items.
20167	4	OR126: Redmond-Powell Butte	0.22	6.9		PE, RW, UR, & CN	Preservation	Fix-it SW Bridge - \$868,697 SWIP - \$122,692 Fix-It Region 4 - \$3,310,458	\$8,917,395.00	\$13,219,242.00	\$4,301,847.00	Additional preservation funds being added to account for market changes and construction cost increases, bridge funds are being added to address new bridge scope added to the project, SWIP funds added to address sidewalk deficiencies.
21644	4	I-84: Rufus and Arlington Bridge deck rehabilitation	108.96 137.77	109.06 138.05	08820 & 09213	CN	Bridge	Fix-it SW Bridge	\$9,908,366.00	\$17,440,923.00	\$7,532,557.00	Approximately half of the funds being added are to account for market changes and construction cost increases. The remaining funds are needed to account for added bridge scope, with one bridge on I-84 being added as well as one bridge on US197. The US197 bridge will be moving \$745,789 in CN funds from K21640 to K21644.
22442	4	Sisters and Bend curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$6,502,701.00	\$9,042,316.00	\$2,539,615.00	Increase the Preliminary Engineering and Right of Way phase estimates.
22473	4	Chiloquin Community Safe and Healthy Connections				PE & CN	BikePed	SW Off-Sys BikePed	\$508,525.00	\$0.00	-\$508,525.00	Cancelling as the city withdrew their application.
22607	4	Revere Avenue Rail Crossing (Bend)				PL	Safety	SW Rail Crossing	\$0.00	\$500,000.00	\$500,000.00	Add new project for planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.
22616	4	Reed Rd Rail Crossing (LaPine)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22617	4	Celilo Frontage Road Rail Crossing (Celilo Village)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22618	4	Merrill Pit Road Rail Crossing (Klamath County)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates, lighting, signage and striping to improve the safety of the existing rail crossing for the traveling public.
22620	4	US97: Bridge Over OR422 (Chiloquin)	247.54	247.54	06886	PE, RW, UR, & CN	Bridge	Fix-it SW Bridge	\$0.00	\$1,285,401.00	\$1,285,401.00	Add new project for structural overlay for the bridge.
	4	Warm Springs Tribe fund transfer				OT	Bike/Ped	SW Off Sys BikePed	\$0.00	\$319,080.80	\$319,080.80	Add a new project to transfer funds to the Bureau of Indian Affairs (BIA).
21873	5	OR86: Fish Creek	63.22	63.22		CN	Culvert	Fix-it SW Culvert	\$4,854,007.00	\$5,854,007.00	\$1,000,000.00	add \$1M CON for inflation.
21874	5	Morgan Lake Road safety improvements				CN	Safety	ARTS Region 5	\$1,283,369.00	\$1,782,562.00	\$499,193.00	add \$499,193 CON for inflation
21877	5	I-84: Emigrant Hill - Meacham (west-bound)	217.77	237.99		CN	Preservation	Fix-it SW IM	\$4,568,908.00	\$5,215,159.00	\$646,251.00	Add \$646,251 CON for inflation
21898	5	Baker & Union Counties Traffic Signal Safety Improvements	var	var		CN	Safety	ARTS Region 5	\$1,142,999.00	\$2,144,515.00	\$1,001,516.00	add \$1,001,516 CON for inflation
22383	5	OR86: Guardrail Upgrades Final Phase	34.03	70.75		CN	Safety	1R, Fix-it SW Bridge	\$3,469,000.00	\$5,392,000.00	\$1,923,000.00	add \$1.6M to Construction for inflation and \$323,000 in bridge funding for new scope.

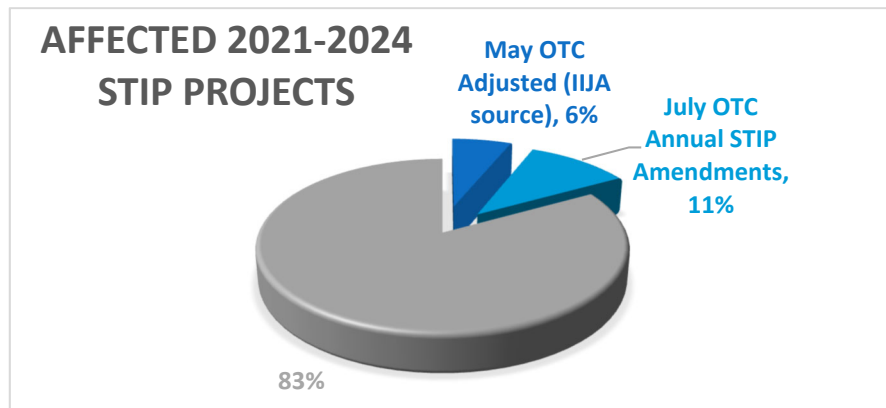
Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change	
22445	5	Burns & Hines curb ramps	0 128.00	0.50 132.2		PE & RW		SW ADA Transition	Attachment 1: OTC July 14, 2022 Annual	\$5,222,246.00	\$7,261,783.00	\$2,039,537.00	Amendment Staff Item Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22446	5	Grant County curb ramps	var	var		PE & RW		SW ADA Transition		\$4,544,038.00	\$6,279,410.00	\$1,735,372.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22447	5	Jordan Valley/Ontario/Huntington/Adrian curb ramps	var	var		PE & RW		SW ADA Transition, Fix-it SW SWIP bikeped		\$3,163,476.00	\$5,750,309.00	\$2,586,833.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22453	5	Belt Park Greenway Trail (Hermiston)				PE & CN	Bike/Ped	SW Off Sys BikePed		\$297,000.00	\$297,000.00	\$0.00	Cancel the Construction phase, moving funds to the Preliminary Engineering phase.
	5	OR52 Snake River Bridge (Payette)	21.3		04335A	PE & RW	Bridge	Fix-it SW Bridge		\$0.00	\$3,651,550.00	\$3,651,550.00	Add New Project PE=\$3,603,600 ROW=\$47,950
	5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2	0	0.39	02230A	PE	Bridge	Fix-it SW Bridge		\$0.00	\$715,650.00	\$715,650.00	Add New Project
21797	6	Safe Routes to School non-infrastructure FFY 23-24				OT		SW SRTS Education, SW SRTS		\$1,000,000.00	\$3,000,000.00	\$2,000,000.00	Increase the project cost by \$2,000,000, combining in project key 21798 (\$1M) and adding IJA flexible funds allocated to the Safe Routes to School program (\$1M).
21820	6	Workforce Development SFY24				OT	Special Programs	SW Work Dev/OJT		\$2,550,000.00	\$3,600,000.00	\$1,050,000.00	Advance \$1,050,000 from the 24-27 STIP, adding funding for SFY 25. Update project name to Workforce Development SFY24-25.
	6	Oregon Community Paths Scoping Support				PL		SW Off Sys BikePed		\$0.00	\$222,890.90	\$222,890.90	Add a new project for ODOT HQ to provide scoping support to local agencies for the upcoming Oregon Community Paths grant solicitation cycle. \$200,000 fed matched by \$22,891 TOF split from K22481.
	6	Safe Routes to School Project Identification Program SFY 23-24				OT	Bike/Ped	SW SRTS		\$0.00	\$750,000.00	\$750,000.00	Add a new project, using IJA flexible funds allocated to the Safe Routes to School program.
	6	Safe Routes to School Quick Build Signs and Lines				PL & OT		SW SRTS		\$0.00	\$100,000.00	\$100,000.00	Add a new project, using IJA flexible funds allocated to the Safe Routes to School program. \$50K for a PL phase and \$50K for an OTH phase for ODOT HQ to perform planning activities and purchase equipment for future quick build signs and lines projects to be delivered by local agencies.
	6	Culvert Repair Mitigation				OT	Fish Passage	HB2017 Culvert		\$0.00	\$4,410,000.00	\$4,410,000.00	Add a new project. These are state funds to be transferred to ODFW per the ODFW-ODOT Culvert Repair Programmatic Agreement (CRPA).
									\$269,890,414.00	\$423,005,139.76	\$153,114,725.76		

Applying Climate Lens to the 2022 Annual STIP Adjustment

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the ODOT Climate Office reviewed the 2022 STIP adjustments (May 2022 and July 2022 Annual) using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to nearly 80 existing and new projects that will be added to the 21-24 STIP.

Scope of Analysis

The analysis observations below are based on the Climate Office review of this limited subset of projects, not the full 2021-2024 STIP. The May 2022 Adjustment (with primarily Infrastructure Investment and Jobs Act (IIJA) funds) and the July Annual STIP amendments are 17% of the 21-24 STIP funding representing \$211M in new funds added to a \$426M base for these projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals. A majority of project adjustments address increasing costs due to inflationary pressures. An additional set are newly scoped project features, including \$47M in new projects.



Process

Staff assessed each project using 23 identified project attributes that tie to seven priority outcome areas (listed below) and assigned a dollar value to each based on its portion of the total project.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief, while its design standards also support Climate Adaptation/Resilience outcomes, and the project has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 primarily Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. Some variability from year to year is expected based on project timing changes.

Results: Key Climate Observations

The 2022 STIP adjustments will result in a net increase of \$211 million programmed project funding: \$59M in May, \$152M in July once approved. The rough return on investment calculation, based on projected outcomes and co-benefits anticipated, shows that these investments will generate \$454 million of new benefits when we look at co-benefits across outcome areas: \$93M in May, \$361 in July. The May projects show a smaller net return, as some of the projects' benefits are offset by investments that may contribute to more emissions.



Climate Adaptation/Resilience

Climate Adaptation/Resilience will see 12% of \$454M projected new benefits.

These include investments in bridges and culverts in nearly all regions, including a fish passage structure with greater environmental and resilience outcomes over a standard culvert in the same location.

Later in 2022, a new Climate Hazard Mapping system will increase the agency's ability to identify priority locations for climate resiliency projects.



Climate Greenhouse Gas Emissions Reduction/Mitigation

GHG Emissions Reduction/Mitigation will see 6% of \$454M projected new benefits.

Several projects improve high priority Active Transportation Needs Inventory (ATNI) corridor segments for bicycling and ADA usage, and benefit areas with high equity populations.

These gains are offset by nearly \$40M in additional funding for six larger roadway enhancement projects.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: June 30, 2022

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item L** – Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the STIP.

Background:

Previously, when new project opportunities arose, actions were taken on a project-by-project basis. This was not efficient as it increased the number of amendments approved by the OTC, the Director, or the Delivery & Operations Division Administrator.

At the July 15, 2021 Oregon Transportation Commission meeting, a new proposed yearly OTC approval process was presented for an annual approval of the majority of STIP amendments. The OTC approved the new process. And in September 2021, the OTC approved the first annual STIP amendment.

This is the 2022 annual amendment. The attached list of added, modified, or canceled projects for the 21-24 STIP consists of the highest priority projects for each region (as determined by the region). These projects will be paid for with pre-determined funding reserves and/or the additional funding from the Infrastructure Investments and Jobs Act (IIJA).

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the Climate Office analyzed the 2022 STIP adjustments, assessing changes in climate outcomes. A majority of projects address increasing costs due to inflationary pressures. An additional set contain newly scoped project features or new projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals.

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. More information on these results and the associated methodology can be found in Attachment 2.

Oregon Transportation Commission

June 30, 2022

Page 2

Next Steps:

With approval, ODOT will add, modify or cancel the attached projects in the 21-24 STIP.

Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project as a separate amendment.

Attachments:

- Attachment 1 – 2022 Annual STIP Amendment – Project List
- Attachment 2 – Applying Climate Lens to the 2022 Annual STIP Adjustment

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 SW ADA	\$2,613,496.00	\$3,150,873.00	\$437,377.00	Increase the Construction phase, adding funds for ADA and preservation scope.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00	\$2,537,377.00	Add CN phase for 2024.
22431	1	OR141/OR217 curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00	\$1,925,639.00	Increase PE & RW
22432	1	US30BY curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06	\$8,333,068.06	Increase PE & RW
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var		PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00	\$11,759,000.00	Add new project
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2		PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new project
22613	1	Portland Metro and surrounding areas safety reserve	var	var		OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new safety bucket
18271	2	US101 at Asbury Creek	34.7	34.8	01796	PE, CN		Fix-It SW Fish Pass Fish Passage	\$7,300,000.00	\$3,400,000.00	-\$3,900,000.00	Cancel CN phase. Add \$1.6M to PE. Schedule extended due to additional design work needed for fish passage. CN will be funded in next STIP.
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161	PE & CN		Enhance Region 2 Fix-It SW Bridge Modernization	\$35,960,436.00	\$50,460,436.00	\$14,500,000.00	Add \$500k to PE and \$14M to CN for full length widening to 3 lanes SB, replace Battle Cr Rd Br, add broadband to entire project length and inflation costs. Add NB Commercial St Br to location data.
21538	2	I-105: Willamette R - Pacific Hwy	0.91	3.99	08689B, 08689C, 08689D, 08689E, 08689F, 08700A, 08965E	CN		Fix-It SW IM Fix-It SW Bridge Preservation	\$6,981,420.00	\$11,221,527.00	\$4,240,107.00	Add \$4,240,107 to CN to account for increase in paving material cost. Add bridge locations that were not added per CMR-01, update description to include repairing delamination on bridges.
22433	2	OR36: Cleveland Creek Culvert	5.68	5.68		CN		HB2017 Culvert Fish Passage	\$2,000,000.00	\$2,946,123.00	\$946,123.00	Add \$946,123 to CN phase due to stream enhancement, inflation and increased materials cost.
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.30 121.42	118.70 125.00		PE & RW		SW ADA Transition ADA	\$11,109,200.00	\$12,063,225.00	\$954,025.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
22435	2	OR47/OR8/US30 curb ramps	var	var		PE & RW		SW ADA Transition ADA	\$6,330,298.00	\$9,075,262.00	\$2,744,964.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
22459	2	Rockaway Beach Path				PE & CN		SW Off-Sys BikePed Bike/Ped	\$1,757,001.00	\$750,000.00	-\$1,007,001.00	Cancel CN phase. Project can't be delivered within current schedule. Add \$454,999 to PE. Project expanded to entire city portion of trail route.
	2	OR132: Good Pasture Rd to Green Acres Rd	0.26	0.76	09358	PE		Modernization JTA	\$0.00	\$6,086,051.00	\$6,086,051.00	Add new design-only project using JTA saving from Beltline projects.
	2	OR18: Oldsville Rd - MP 43.81	40.38	43.81		CN		Fix-It Region 2 Preservation	\$0.00	\$3,300,000.00	\$3,300,000.00	Add new CN-only project to complete paving project. Design was completed in K21548. Due to cost escalation the construction scope of that KN was reduced.
	2	OR126: Huston Roundabout	47.83	47.85		PE		Rail Safety Fix-It Region 2 Operations	\$0.00	\$1,400,000.00	\$1,400,000.00	Add a new design-only project to construct a roundabout using \$500k Rail funds and \$900k of Region 2 funds.
20166	3	I-5 & OR138E: Variable Message & Curve Warning Signs	45.61 99.00	135.15 99.00		CN		HB2017 Safety OP-ITS	\$7,269,656.00	\$4,969,328.00	-\$2,300,328.00	Moving HB2017 Safety funds to new project K22597 for chip seal and safety improvements on US199 and OR42
20261	3	US101: Parkview Dr - Lucky Ln (Brookings)	355.87	356.74		PE, RW, & CN		SW SRTS Modernization	\$3,237,000.00	\$4,417,000.00	\$1,180,000.00	Project was selected for SWIP strategic program. Project also adds local funds. Scope added for additional pedestrian features and sidewalks.
21673	3	I-5: Azalea - Glendale	var	var	19312, 19107, 19313, 19106, 19891	CN & OT		Fix-It SW IM Fix-It Region 3 Preservation	\$5,758,962.00	\$15,356,000.00	\$9,597,038.00	Combine portion of scope from K21713, advance CN funds from 24-27 STIP to fund addition of NB portion of project previously funded through PE
21675	3	I-5: North Ashland - South Ashland	11.44	19	08739	CN		Fix-It SW IM Fix-It SW Bridge Preservation	\$900,000.00	\$12,595,393.00	\$11,695,393.00	Advance CN funding from 24-27 STIP
21676	3	OR99/OR238/OR62: Big X Intersection (Medford)	var	var	18525, 06605A, 08821, 09590	PE & CN		HB2017 Preservation JTA	\$11,162,700.00	\$14,273,172.00	\$3,110,472.00	Adding JTA and SW HB2017 funds; removing some AT Leverage and Fix-It SW Bridge funds to make project whole.
21677	3	OR42: Lookingglass Creek to I-5 (Winston)	72.54	76.03	01986A, 01923, 01923A, 02173A	CN		Fix-It Region 3 SW Fix-It Bridge Preservation	\$13,060,372.00	\$18,860,700.00	\$5,800,328.00	Add IIIA Pres and Bridge funds to accommodate inflated bids and additional paving treatments
21680	3	US101 at East Bay Road	233.45	233.45		CN		Fix-It Region 3 Operations	\$1,159,000.00	\$1,995,000.00	\$836,000.00	Adding funds from CN phase of 21698 to fund DAP estimate of this higher priority project
21698	3	US101: Anderson Rockfall	334.3	334.3		CN		Fix-It Region 3 Operations	\$969,000.00	\$133,000.00	-\$836,000.00	Cancel CN phase of this project to fund higher priority project; K21680. CN phase of this project will be a priority in the 24-27 STIP
21713	3	I-5: Region 3 Clear Zone Improvements	var	var		PE, RW, CN, & OT		ARTS region 3 Safety	\$2,722,800.00	\$0.00	-\$2,722,800.00	Cancel project; scope and funding added to K21673 and K21674; Savings will go back to the R3 ARTS program

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
22384	3	OR99: Glenwood - Coleman Creek	10.23	11.03			CN	SW Pedbike Strategic AT Leverage	\$1,974,966.00	\$1,974,966.00	\$0.00	Attachment: OTC July 14, 2022 Annual Amendment Staff Item Program for Pedbike Strategic program, adding AT Leverage to make CN phase whole
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	var	var		PE & RW	ADA	SW ADA Transition	\$6,427,380.00	\$8,066,607.00	\$1,639,227.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22438	3	Jackson County curb ramps, phase 2	var	var		PE & RW	ADA	SW ADA Transition	\$5,247,353.00	\$8,476,501.00	\$3,229,148.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22597	3	OR42: Lookingglass Crk - Benedict & US199: Applegate - CA	var	var		PE, CN, & OT	Preservation	SW Chip Seal, HB2017 Safety Region 3	\$0.00	\$8,471,000.00	\$8,471,000.00	Add new priority safety project. Funds coming from K21677 and K20166
	3	Payton Bridge Deck Rehabilitation	35.41	35.41	16063	PE	Bridge	Fix-It SW Bridge	\$0.00	\$1,235,000.00	\$1,235,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
	3	I-5: Cabin Creek - Sutherlin	136.52	143		PE	Preservation	Fix-It SW IM	\$0.00	\$750,000.00	\$750,000.00	New Project to review existing forensic info and complete additional field investigation to determine extent of repairs needed. Once identified, will design project through DAP
	3	OR99: Rogue River Bridge, Gold Hill Spur	2.65	2.65	00576	PE	Bridge	Fix-It SW Bridge	\$0.00	\$2,139,000.00	\$2,139,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
20011	4	US20: Tumalo - Cooley Rd. (Bend)	14.31	18.3		CN	Preservation	Enhance region 4 - \$914,939 R4 Highway Leverage Region 4 - \$44,874 R4 Fix-It Region 4 - \$700,000 ARTS Region 4 - \$1,485,745	\$20,446,815.00	\$23,592,373.00	\$3,145,558.00	Additional funds being added to account for market changes and construction cost increases. Project current includes HWY Leverage, Safety, Preservation, ARTS funds; the added funds reflect increases in the corresponding construction items.
20167	4	OR126: Redmond-Powell Butte	0.22	6.9		PE, RW, UR, & CN	Preservation	Fix-it SW Bridge - \$868,697 SWIP - \$122,692 Fix-It Region 4 - \$3,310,458	\$8,917,395.00	\$13,219,242.00	\$4,301,847.00	Additional preservation funds being added to account for market changes and construction cost increases, bridge funds are being added to address new bridge scope added to the project, SWIP funds added to address sidewalk deficiencies.
21644	4	I-84: Rufus and Arlington Bridge deck rehabilitation	108.96 137.77	109.06 138.05	08820 & 09213	CN	Bridge	Fix-it SW Bridge	\$9,908,366.00	\$17,440,923.00	\$7,532,557.00	Approximately half of the funds being added are to account for market changes and construction cost increases. The remaining funds are needed to account for added bridge scope, with one bridge on I-84 being added as well as one bridge on US197. The US197 bridge will be moving \$745,789 in CN funds from K21640 to K21644.
22442	4	Sisters and Bend curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$6,502,701.00	\$9,042,316.00	\$2,539,615.00	Increase the Preliminary Engineering and Right of Way phase estimates.
22473	4	Chiloquin Community Safe and Healthy Connections				PE & CN	BikePed	SW Off-Sys BikePed	\$508,525.00	\$0.00	-\$508,525.00	Cancelling as the city withdrew their application.
22607	4	Revere Avenue Rail Crossing (Bend)				PL	Safety	SW Rail Crossing	\$0.00	\$500,000.00	\$500,000.00	Add new project for planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.
22616	4	Reed Rd Rail Crossing (LaPine)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22617	4	Celilo Frontage Road Rail Crossing (Celilo Village)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22618	4	Merrill Pit Road Rail Crossing (Klamath County)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates, lighting, signage and striping to improve the safety of the existing rail crossing for the traveling public.
22620	4	US97: Bridge Over OR422 (Chiloquin)	247.54	247.54	06886	PE, RW, UR, & CN	Bridge	Fix-it SW Bridge	\$0.00	\$1,285,401.00	\$1,285,401.00	Add new project for structural overlay for the bridge.
	4	Warm Springs Tribe fund transfer				OT	Bike/Ped	SW Off Sys BikePed	\$0.00	\$319,080.80	\$319,080.80	Add a new project to transfer funds to the Bureau of Indian Affairs (BIA).
21873	5	OR86: Fish Creek	63.22	63.22		CN	Culvert	Fix-it SW Culvert	\$4,854,007.00	\$5,854,007.00	\$1,000,000.00	add \$1M CON for inflation.
21874	5	Morgan Lake Road safety improvements				CN	Safety	ARTS Region 5	\$1,283,369.00	\$1,782,562.00	\$499,193.00	add \$499,193 CON for inflation
21877	5	I-84: Emigrant Hill - Meacham (west-bound)	217.77	237.99		CN	Preservation	Fix-it SW IM	\$4,568,908.00	\$5,215,159.00	\$646,251.00	Add \$646,251 CON for inflation
21898	5	Baker & Union Counties Traffic Signal Safety Improvements	var	var		CN	Safety	ARTS Region 5	\$1,142,999.00	\$2,144,515.00	\$1,001,516.00	add \$1,001,516 CON for inflation
22383	5	OR86: Guardrail Upgrades Final Phase	34.03	70.75		CN	Safety	1R, Fix-it SW Bridge	\$3,469,000.00	\$5,392,000.00	\$1,923,000.00	add \$1.6M to Construction for inflation and \$323,000 in bridge funding for new scope.

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
22445	5	Burns & Hines curb ramps	0 128.00	0.50 132.2		PE & RW		SW ADA Transition	\$5,222,246.00	\$7,261,783.00	\$2,039,537.00	Increased the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22446	5	Grant County curb ramps	var	var		PE & RW		SW ADA Transition	\$4,544,038.00	\$6,279,410.00	\$1,735,372.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22447	5	Jordan Valley/Ontario/Huntington/Adrian curb ramps	var	var		PE & RW		SW ADA Transition, Fix-it SW SWIP bikeped	\$3,163,476.00	\$5,750,309.00	\$2,586,833.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22453	5	Belt Park Greenway Trail (Hermiston)				PE & CN		SW Off Sys BikePed	\$297,000.00	\$297,000.00	\$0.00	Cancel the Construction phase, moving funds to the Preliminary Engineering phase.
	5	OR52 Snake River Bridge (Payette)	21.3		04335A	PE & RW	Bridge	Fix-it SW Bridge	\$0.00	\$3,651,550.00	\$3,651,550.00	Add New Project PE=\$3,603,600 ROW=\$47,950
	5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2	0	0.39	02230A	PE	Bridge	Fix-it SW Bridge	\$0.00	\$715,650.00	\$715,650.00	Add New Project
21797	6	Safe Routes to School non-infrastructure FFY 23-24				OT		SW SRTS Education, SW SRTS	\$1,000,000.00	\$3,000,000.00	\$2,000,000.00	Increase the project cost by \$2,000,000, combining in project key 21798 (\$1M) and adding IJA flexible funds allocated to the Safe Routes to School program (\$1M).
21820	6	Workforce Development SFY24				OT		SW Work Dev/OJT	\$2,550,000.00	\$3,600,000.00	\$1,050,000.00	Advance \$1,050,000 from the 24-27 STIP, adding funding for SFY 25. Update project name to Workforce Development SFY24-25.
	6	Oregon Community Paths Scoping Support				PL		SW Off Sys BikePed	\$0.00	\$222,890.90	\$222,890.90	Add a new project for ODOT HQ to provide scoping support to local agencies for the upcoming Oregon Community Paths grant solicitation cycle. \$200,000 fed matched by \$22,891 TOF split from K22481.
	6	Safe Routes to School Project Identification Program SFY 23-24				OT		SW SRTS	\$0.00	\$750,000.00	\$750,000.00	Add a new project, using IJA flexible funds allocated to the Safe Routes to School program.
	6	Safe Routes to School Quick Build Signs and Lines				PL & OT		SW SRTS	\$0.00	\$100,000.00	\$100,000.00	Add a new project, using IJA flexible funds allocated to the Safe Routes to School program. \$50K for a PL phase and \$50K for an OTH phase for ODOT HQ to perform planning activities and purchase equipment for future quick build signs and lines projects to be delivered by local agencies.
	6	Culvert Repair Mitigation				OT		HB2017 Culvert	\$0.00	\$4,410,000.00	\$4,410,000.00	Add a new project. These are state funds to be transferred to ODFW per the ODFW-ODOT Culvert Repair Programmatic Agreement (CRPA).

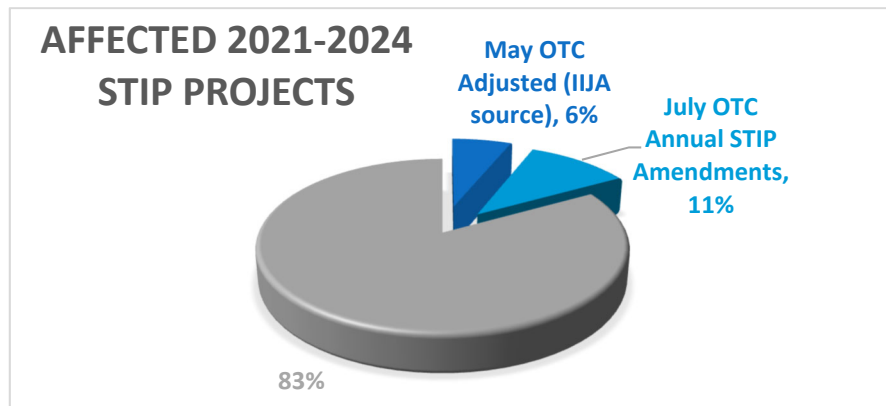
\$269,890,414.00 \$423,005,139.76 \$153,114,725.76

Applying Climate Lens to the 2022 Annual STIP Adjustment

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the ODOT Climate Office reviewed the 2022 STIP adjustments (May 2022 and July 2022 Annual) using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to nearly 80 existing and new projects that will be added to the 21-24 STIP.

Scope of Analysis

The analysis observations below are based on the Climate Office review of this limited subset of projects, not the full 2021-2024 STIP. The May 2022 Adjustment (with primarily Infrastructure Investment and Jobs Act (IIJA) funds) and the July Annual STIP amendments are 17% of the 21-24 STIP funding representing \$211M in new funds added to a \$426M base for these projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals. A majority of project adjustments address increasing costs due to inflationary pressures. An additional set are newly scoped project features, including \$47M in new projects.



Process

Staff assessed each project using 23 identified project attributes that tie to seven priority outcome areas (listed below) and assigned a dollar value to each based on its portion of the total project.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief, while its design standards also support Climate Adaptation/Resilience outcomes, and the project has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 primarily Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. Some variability from year to year is expected based on project timing changes.

Results: Key Climate Observations

The 2022 STIP adjustments will result in a net increase of \$211 million programmed project funding: \$59M in May, \$152M in July once approved. The rough return on investment calculation, based on projected outcomes and co-benefits anticipated, shows that these investments will generate \$454 million of new benefits when we look at co-benefits across outcome areas: \$93M in May, \$361 in July. The May projects show a smaller net return, as some of the projects' benefits are offset by investments that may contribute to more emissions.



Climate Adaptation/Resilience

Climate Adaptation/Resilience will see 12% of \$454M projected new benefits.

These include investments in bridges and culverts in nearly all regions, including a fish passage structure with greater environmental and resilience outcomes over a standard culvert in the same location.

Later in 2022, a new Climate Hazard Mapping system will increase the agency's ability to identify priority locations for climate resiliency projects.



Climate Greenhouse Gas Emissions Reduction/Mitigation

GHG Emissions Reduction/Mitigation will see 6% of \$454M projected new benefits.

Several projects improve high priority Active Transportation Needs Inventory (ATNI) corridor segments for bicycling and ADA usage, and benefit areas with high equity populations.

These gains are offset by nearly \$40M in additional funding for six larger roadway enhancement projects.

Consideration of June 16th, 2022 Council Meeting Minutes

Consent Agenda

Metro Council Meeting
Thursday, October 6th, 2022

Metro

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



Metro

Minutes

Thursday, June 16, 2022

10:30 AM

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

Council meeting

1. Call to Order and Roll Call

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

Present: 6 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Council President Lynn Peterson

2. Public Communication

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

There was none.

3. Other Business**3.1 I5BRP Regular Update: IBRP Modified LPA Metro Conditions of Approval Discussion**

Council President Peterson introduced Mayor Ann McEnerny-Olge and Commissioner Hardesty to council

Mayor McEnerny-Olge expressed excitement about the I5 Bridge Replacement and highlighted key components of the project.

Commissioner Hardesty explained she worked hard to achieve the best outcome for both communities on each side of the river while focusing on climate mitigation.

Councilor Hwang asked how the community benefit agreement between the City of Vancouver and the City of Portland will work.

Mayor McEnerny-Olge explained the community benefit agreement is still in the process of being developed.

Council President Peterson introduced Margi Bradyway (she,her), Metro and Matt Bhin (he,him), Metro to present to Council.

Staff pulled up the IBR Modified LPA and Conditions of Approval to present to Council.

Matt explained the LPA program timeline, IBR modified LPA process, Metro council modified LPA resolution sequence, partner endorsement schedule, and IBR recommendation of the modified LPA.

Council Discussion

Councilor Hwang asked for clarification on how staff is defining “equity-jobs accessible via transit”.

Matt explained this means jobs accessible within 45 minutes via transit.

Councilor Nolan ask for clarification on how staff determined that the LPA would increase job accessibility at a higher rate for the BIPOC community vs. the general public and how many auxiliary lanes the LPA will add.

Councilor Nolan asked how many auxiliary lanes will be present once the I5BRP is completed.

Ryan LeProwse explained current and future auxiliary that the I5BRP includes.

Councilor Nolan asked how auxiliary lanes are defined.

Margi explained Metro has a working definition for auxiliary lanes and that staff is working to solidify it.

Councilor Lewis questioned if staff is modeling for multiple toll points.

Margi explained tolling will only be on the Oregon side but details are still being worked on.

Councilor Rosenthal asked if the auxiliary lane will be used for express bus services and if safety lanes will be included.

Margi explained there will be one safety shoulder going in each direction that can be used for both express buses and car break downs.

Councilor Gonzalez asked how climate will be used as a performance metric for project success in the future.

Margi discussed Metro's conditions of approval for the I5BRP modified LPA, areas including: climate, equity and community, tolling and demand management, active transportation, transit, bridge design, financial plan, and community engagement.

Councilor Nolan encouraged staff to know what the starting point for greenhouse gases (GHG) levels.

Margi explained staff is working to answer councilor Nolan's question.

Councilor Lewis suggested the plan include identified remedies that can be put into place if goals such GHG levels are not being met.

Councilor Craddick asked what will be the plans to support alternative modes of transportation once tolling is put in

place.

Margi explained that there has not been a decision made when tolling will begin.

Council President Peterson asked staff to come up with scenarios that lead to the understating that tolling will be implemented as soon as possible.

Councilor Hwang asked if an investment grade analysis will begin before or after tolling starts.

Margi explained it will be used before and after tolling begins.

4. Resolutions

- 4.1 **Resolution No. 22-5262A (as amended on June 2nd)**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2022-23, Making Appropriations and Levying Ad Valorem Taxes

Deputy Council President Lewis called on Marissa Madrigal (she,her), Metro Brian Kennedy (he,him), Metro to present to Council.

Staff pulled up the FY 2022-23 Adopted Budget Power Point to present to Council.

Marissa explained details of Resolution No. 22-5262A and Resolution No. 22-5263, the budget process, the budget strategic framework, department budget equity framework, significant changes to the budget, and Council budget notes.

Council Discussion:

There was none.

A motion was made by Councilor Gonzalez, seconded by

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

Aye: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

4.2 **Resolution No. 22-5263,** For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2022-23 Through 2026-27 and Re-Adopting Metro's Financial Policies

Deputy Council President Lewis Peterson called on Marissa Madrigal (she,her), Metro Brian Kennedy (he,him), Metro to present to Council.

Council Discussion:

There was none.

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

Aye: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

5. Chief Operating Officer Communication

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

- Juneteenth.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Craddick** provided updates on the 6/16 JPACT meeting, JPCAT's Washington D.C trip, and the Region 1 ACT meeting.

- **Councilor Gonzalez** provided updates on the WCCC meeting, THPRD board parks and levy frame work presentation, and the Chehlem ridge ribbon cutting.
 - **Councilor Hwang** provided an update on the Transit-Oriented Development Program.
 - **Councilor Lewis** provided an update on the community replacement grant and the Glean art program.
- Councilor Rosenthal** provided an update on the innovation and investment grants.

7. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:36 p.m.

Respectfully submitted,

Brianna Dolbin

Brianna Dolbin, Legislative Assistant



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting action update

Thursday, June 16, 2022

10:30 AM

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

1. Call to Order and Roll Call

Present: 6 - Councilor Shirley Craddick, Councilor Christine Lewis,
Councilor Juan Carlos Gonzalez, Councilor Mary Nolan,
Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Council President Lynn Peterson

2. Public Communication

3. Other Business

3.1 I5BRP Regular Update: IBRP Modified LPA Metro Conditions of Approval
Discussion

4. Resolutions

4.1 **Resolution No. 22-5262A** (as amended on June 2nd), For the Purpose of Adopting the Annual
Budget for Fiscal Year 2022-23, Making Appropriations and Levying Ad Valorem Taxes

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

Yes: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,
Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

4.2 **Resolution No. 22-5263**, For the Purpose of Adopting the Capital Improvement Plan for Fiscal
Years 2022-23 Through 2026-27 and Re-Adopting Metro's Financial Policies

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

Yes: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan,
Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

5. Chief Operating Officer Communication
6. Councilor Communication
7. Adjourn

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

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF May 19, 2022

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	PowerPoint	6/16/2022	Adopted Budget Presentation	061622c-01
2.0	PowerPoint	6/16/2022	IBR Metro Council	061622c-02
3.0	Video	6/16/2022	Strickler Video	061622c-03
4.0	Video	6/16/2022	Millar Video	061622c-04

**Resolution No. 22-5286, For the Purpose of Proclaiming the
Second Monday of Every October as Indigenous Peoples Day
in the Greater Portland Area**

Resolutions

Metro Council Meeting
Thursday, October 6th, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING THE) RESOLUTION NO. 22-5286
SECOND MONDAY OF EVERY OCTOBER AS)
INDIGENOUS PEOPLES DAY IN THE) Introduced by Chief Operating Officer
GREATER PORTLAND AREA) Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, Indigenous Tribes and bands have been with the lands that we inhabit today throughout Oregon and the Northwest since time immemorial and continue to be a vibrant part of the region today;

WHEREAS, Metro would like to express our respect to the First Peoples of this land;

WHEREAS, it is important that we recognize and honor the ongoing legal and spiritual relationship between the land, plants, animals, and people indigenous to what we now call Oregon and the Northwest; and

WHEREAS, we recognize the pre-existing and continued sovereignty of the federally recognized Tribes who have ties to what is now known as greater Portland, and thank them for continuing to share their traditional ecological knowledge and perspective on how we might care for one another and the land, so it can take care of us; and

WHEREAS, the interconnectedness of the people, the land and the natural environment cannot be overstated; the health of one is necessary for the health of all; and

WHEREAS, the historical and contemporary contributions and innovations of Indigenous People to the arts, education, health, economic development, environmental stewardship and civic community make the greater Portland area and Oregon a better place to live and work; and

WHEREAS, it is important to never forget Oregon's and the United States' history of violence, forced migration, thefts of lands and resources, broken treaties, termination, relocation, and other assimilative policies that we resolve to never repeat; and

WHEREAS, the recognition and celebration of Indigenous Peoples' Day transforms a celebration of colonialism, conquest, enslavement and genocide into a commitment to emphasize and realize a new future through partnerships and celebration of the enduring traditions, languages, governments and histories of Indigenous People;

WHEREAS, on October 12, 2020 Metro Council passed a resolution resolving that Metro shall recognize the second Monday of every October as Indigenous Peoples' Day; and

WHEREAS, Metro has a responsibility to oppose the systematic racism and exclusion of Indigenous People in the greater Metro area through policies and practices that uphold tribal rights, ensure greater access and opportunity, and create educational opportunities for the public; and

WHEREAS, Metro shall continue its efforts to partner with tribal sovereigns and

Indigenous People to promote prosperity and well-being in our community through implementing our programs and activities within the context of honoring and respecting tribal rights, cultural heritage and the pursuit of traditional life-ways for present and future generations; now therefore

BE IT RESOLVED, Metro shall recognize every second Monday in October as Indigenous Peoples' Day to honor and celebrate the many sacrifices and significant contributions made by Tribes and Indigenous People throughout our vibrant community, and Metro encourages all businesses, organizations, public institutions, and community members to recognize Indigenous Peoples Day and to deepen their understanding of the history and cultural significance of the Indigenous People and Tribes of this land;

ADOPTED by the Metro Council this sixth day of October, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2023 Regional Transportation Plan: Vision, Goals and
Objectives**

Other Business

Metro Council Meeting
Thursday, October 6th, 2022

STAFF REPORT

VISION AND GOALS FOR THE 2023 REGIONAL TRANSPORTATION PLAN

Date: September 15, 2022

Department: Planning, Development & Research

Meeting Date: October 6, 2022

Prepared by: Kim Ellis,
kim.ellis@oregonmetro.gov

Presenters:

Margi Bradway, Deputy Director

Kim Ellis, RTP Project Manager

Length: 45 minutes

ISSUE STATEMENT

The [Regional Transportation Plan](#) (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP establishes a long-term vision and goals (and supporting objectives) for the future of transportation. Together with the plan's policies, the vision and goals guide planning and investment priorities to meet the transportation needs of our growing and changing region. This outcomes-based policy framework is summarized in **Figure 1**.

Figure 1. RTP performance-based planning and decision-making framework



Source: 2018 Regional Transportation Plan

ACTION REQUESTED

Metro Council feedback on and support for the draft vision and goals for the 2023 Regional Transportation Plan (RTP).

See Attachment 1 Draft Vision and Goals for the 2023 Regional Transportation Plan in the meeting packet. The draft vision and goals reflect changes suggested by JPACT members on September 15.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Public and stakeholder input received during the scoping phase and during the first phase of the RTP update showed strong support for the vision, all of the RTP goals and the four overarching priorities – equity, climate, safety and mobility. During the scoping phase, the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) requested additional discussion of the RTP vision and goals. The committees wanted to consider ways to further focus the priorities for the 2023 RTP and the role of the RTP in supporting the region’s economic vitality.

Staff last presented on this item to Metro Council on June 30, 2022 at a joint workshop of JPACT and the Metro Council. In that workshop, members of JPACT and Metro Council discussed ideas for updating the RTP vision and goals to shape development of the 2023 RTP. **See Attachment 2 for a summary report of the joint workshop.** Since the workshop, staff drafted an updated vision and goals that focus on priorities and outcomes that the 2023 RTP can measurably address. On September 2, TPAC reviewed and provided feedback on the draft vision and goals prepared by staff.

Specific TPAC feedback included:

- Add a more explicit reference to climate in vision statement
- Expand the climate goal (Goal 2) to include reducing vehicle miles traveled per person consistent with state climate goals and requirements for the RTP to address
- Add “deaths” to beginning of Goal 3 to explicitly call out eliminating traffic deaths as a goal
- Add “jobs” and “efficiency” to Goal 4
- Add a new goal called “vibrant and prosperous communities” that connects 2040 land uses and a strong economy being served by a multimodal transportation system that helps people, communities and businesses thrive and prosper.

On Sept. 15, 2022, JPACT discussed the draft vision and goals. JPACT feedback is reflected in the draft vision and goals in **Attachment 1**. Changes suggested by JPACT member are shown in strikethrough and underscore.

POLICY QUESTIONS

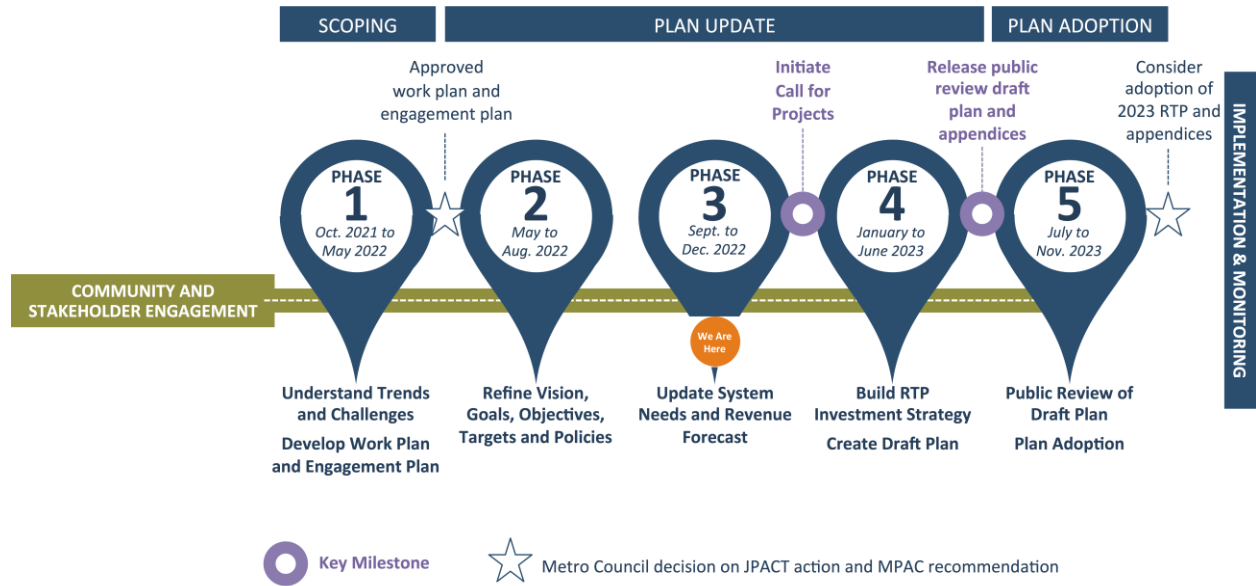
1. Do the draft vision and goals reflect Metro Council priorities and input to date?
2. Is anything important missing? Do you have suggestions for ways to improve the draft vision or goals?
3. Does Council support the draft vision and goals?

ANTICIPATED EFFECTS

Following JPACT and Council discussions of the draft vision and goals, staff will update the draft vision and goals as needed to address feedback received and begin updating the plan’s objectives to align with the draft vision and goals. This policy framework will be presented to JPACT and Council for feedback and support in Fall 2022.

Pending JPACT and Metro Council support, the draft vision and goals will guide development of the 2023 RTP in 2023 as shown in **Figure 2**.

Figure 2. 2023 Regional Transportation Plan Timeline



ATTACHMENTS

1. Draft Vision and Goals for the 2023 RTP
2. JPACT and Metro Council RTP Workshop 1 Summary Report

For work session:

- Is legislation required for Council action? Not at this time.



Draft Vision and Goals for the 2023 Regional Transportation Plan

September 15, 2022

On Sept. 15, 2022, JPACT discussed the draft vision and goals. JPACT feedback is reflected in ~~strike through~~ and underscore below.

Vision

Everyone in the greater Portland region will have safe, reliable, affordable ~~and~~ efficient, and climate-friendly travel options that allow people to drive less and support equitable, climate-friendly, resilient, healthy and economically vibrant communities and region.

Goals

Equitable Transportation

Transportation system disparities experienced by Black, Indigenous and ~~other~~ people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low income, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

Climate Action and Resilience

People, communities and ecosystems are healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

Vibrant and Prosperous Communities

An economically vibrant ~~G~~greater Portland's region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

Safe System

Deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

Mobility Options

People and businesses can reach the jobs, goods, services and opportunities they need by affordable, low-carbon travel options that are safe, connected, convenient, reliable, efficient, accessible, and welcoming for all.



2023 Regional Transportation Plan update

JPACT and Metro Council RTP Workshop 1

Updating Our Vision and Goals for the Future
of Transportation

*A summary of the June 30, 2022 workshop with Council and JPACT,
which includes a discussion on the 2023 Regional Transportation
Plan process, vision statement, and goals.*

June 2022



Meeting minutes

Meeting: JPACT & Metro Council RTP Workshop 1

Date: Thursday, June 30, 2022

Time: 7:30 a.m. to 9:30 a.m.

Place: Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221

Livestream: <https://www.youtube.com/watch?v=gqjOMBt7tEY&t=0s>

Purpose: Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.

Outcome(s): Prioritized and consolidated goals for 2023 RTP, refine vision statement.

Attendance

Members present

Councilor Shirley Craddick (JPACT Chair)

Councilor Christine Lewis (Deputy President)

Councilor Juan Carlos Gonzalez

Councilor Mary Nolan

Councilor Gerritt Rosenthal

Commissioner Nafisa Fai

Commissioner Paul Savas

Chris Warner, Chief of Staff for Commissioner Jo Ann Hardesty

Mayor Travis Stovall

Mayor Steve Callaway

Kathy Hyzy, Milwaukie City Councilor President

Rian Windsheimer

Sam Desue

Mayor Anne McEnerney-Ogle

Affiliation

Metro Council

Metro Council

Metro Council

Metro Council

Metro Council

Washington County

Clackamas County

City of Portland

Cities of Multnomah County

Cities of Washington County

Cities of Clackamas County

Oregon Department of Transportation

TriMet

City of Vancouver

Alternates present

Michael Orman

Affiliation

DEQ

Members excused

Council President Lynn Peterson

Councilor Duncan Hwang

Commissioner Jessica Vega Pederson

Curtis Robinhold

Carley Francis

Commissioner Temple Lentz

Affiliation

Metro Council

Metro Council

Multnomah County

Port of Portland

Washington Department of Transportation

Clark County

Staff present

Allison Brown

Camille Pearce

Affiliation

JLA Public Involvement

JLA Public Involvement

Observers present

Chris Ford

Brendan Finn

Affiliation

ODOT

ODOT

Glen Bolen
Mayor Julie Fitzgerald
Councilor Baumgardener
Tom Markgraf
JC Vannatta

ODOT
City of Wilsonville
City of West Linn
TriMet
TriMet

Key Takeaways

Below are the major themes based on the participants' comments and feedback during the workshop:

- Incorporate safety and security as the main priorities
- Need to redefine the term use to describe the geographical area so that it resonates with the people it serves
- Consider how the state can become a global leader in transportation
- Improve the climate action plan and incorporate it more thoroughly into the goals
- Strive to create complete communities
- Reduce number of goals to approximately five, proactive goals

Welcome & Introductions

Councilor Shirley Craddick (Metro) began the workshop with attendance.

Councilor Christine Lewis (Metro) then gave opening remarks. Current trends suggest people want more from transportation. It shapes our community and every lives. The Regional Transportation Plan (RTP) will act as a blueprint to guide investment in all

modes of travel and movement of goods and freight across the region. This document also acts a reference for how we achieve future growth and climate goals. Metro will strive to invite more voices to the table and show how government and community can work together to overcome challenges.



Allison Brown (Facilitator with JLA) then gave an overview of meeting protocols and agenda. The focus of the workshop is to review and update the region's transportation goals and vision statement.

2023 RTP: Context and Background

Councilor Craddick gave a brief presentation on the RTP, its history, and the workshop's role. The RTP is a twenty-year plan that is updated every five years. It serves as a tool for local, regional, and state action towards a common vision for the future. This plan includes investment priorities and connects with the climate action plans to achieve the region's climate goals.

The 2018 RTP included extensive engagement, including over 19,000 touch points with residents and key stakeholder groups in the region. The 2023 RTP will continue to build on these extensive engagement efforts with this workshop acting as the initial effort. 2022 is very different than 2018,

and Metro wants to make sure the vision and goals of the plan fits the region’s future and where we are today.

Margi Bradway (Metro) then reviewed the current RTP goals, which this workshop will seek to refine and narrow. She charged the group with thinking about the future with the understanding of what has been done in the past.

The current RTP goals are:

- Vibrant communities
- Shared prosperity
- Transportation choices
- Reliability and efficiency
- Safety and security
- Healthy environment
- Healthy people
- Climate leadership
- Equitable transportation
- Fiscal stewardship
- Transparency and accountability



Small group breakouts

Allison then led the group into the small group exercises. The workshop consisted of four small groups comprised of the following participants:

- Table 1 - Councilor Craddick, Steve Callaway, Sam Desue, Commissioner Paul Savas
- Table 2 - Councilor Lewis, Commissioner Fai, Chris Warner, Michael Orman
- Table 3 - Councilor Gonzalez, Councilor Nolan, Rian Windsheimer, Temple Lentz
- Table 4 - Councilor Rosenthal, Mayor Anne McEnery-Ogle, Councilor Kathy Hyzy, Mayor Stovall

Goals & Priorities

During the first exercise, Allison invited the group to review the current RTP goals and define their top priorities. She encouraged them to consolidate goals whenever possible and consider their reasoning for these conclusions.

One participant asked Allison to clarify if they are aiming to narrow the priorities down to a specific number. Allison responded the groups should do whatever they feel is right, and Margi confirmed.

Table 1

This group began their introduction by recognizing



the importance of developing achievable goals. They also stated their main priority is safety and security. The group affirmed their desire for communities and transportation systems to be safe.

The group defined the following top priorities:

- A combination of five goals into the first priority - Shared prosperity, transportation choices, reliability and efficiency, and equitable transportation.
- Safety and security.
- Healthy environment and healthy people.
- For the region to be a climate leader.
- Fiscal stewardship.

The group transitioned the goals of vibrant communities and transparency and accountability to the vision statement. They also noted climate action effort needs to be improved and should include reduction in greenhouse gas emissions as well as the impact on future generations.

Table 2

This table also recognized safety and security as a main priority. They felt vibrant communities and shared prosperity were more suited for the vision statement and less about outcomes.

The group defined the following top priorities:

- Climate and environment
- Equitable
- Reliability and efficiency
- Fiscally transformative

They also noted there is no definition for the best return on investment in terms of fiscal stewardship, which could be a place where we transform the current system. Transparency and accountability have a place within government planning and some application within the regional transportation system.

Table 3

This group sought to define five goals that are proactive and help chart a vision for the future. One participant noted the effort should consider land use and finding a balance between transportation and land use choice.

The group defined the following top priorities:

- Vibrant and prosperous communities
- Modernization in electrification and safety
- Climate leadership
- Racial equity and equitable transportation
- Themes of good government

Table 4

This group focused more on the spirit of the goals and offered several observations. The RTP needs to be forward thinking in terms of using advancing technology as well as recognize the need to put climate and housing first. The focus should be on complete communities and transportation networks. This can be achieved through connecting communities to the level that's necessary, rather than at the same level throughout.

The group includes representatives from Vancouver, Gresham, Milwaukie, and various communities within the Metro region, and these communities have vastly different needs and experiences with the transit system. The region is growing economically, and the built environment plays a critical role in meeting the growing communities' needs. It's important to recognize these communities within the plan.

The transportation system should be resilient as well as reliable, efficient, and attractive. To achieve these things, we need to think about how to efficiently allocate our resources. Transportation options should meet various community needs and directly serve its people.

“Even though this is a Regional Transportation Plan, our land use does very directly impact all of these things. We’re trying to create a system that has the potential to support complete communities.”

- Kathy Hyzy, City of Milwaukie

The RTP goals have different implications for the individual experience and the collective experience. The group liked the idea of having five main goals and charged the group with considering how these goals serve the individual, the system, and the intersection between these two. They group also noted that freight was missing in this conversation, clarifying that “goods” is not the same as “freight.” They liked table 3’s thoughts on adaptability and table 1’s idea to reduce redundancy. Lastly, the group encouraged everyone to read the RTP and consider what the future system looks and how we will address the defined goals. The encouraged thinking about the transportation system more broadly as the Portland-Vancouver transportation system.

Discussion

Allison then asked the group if they had any questions for each other. The following summarizes the questions and comments provided by the workshop participants.

One participant asked the workshop to consider how are these goals going to be used. These goals would be organized differently if they were stated as priorities, pillars, or goals. Margi responded that the RTP includes priorities, plans, and projects, and the goals provide a lens to view all three and have various applications in each circumstance. The participant also wondered whether all projects should meet all the goals or a portion of the goals. Margi noted modeling and analysis are tools Metro uses to look into these details. When they develop a project, they look at the plans within the lens of the RTP as part of the first efforts.



One participant noted the group has defined several values and outcomes but wondered how these will be transformed into goals. Margi noted Metro’s process starts with values as part of the process – they are meant to inform rather than define the goals and objectives.

One participant asked how Metro plans to measure performance of the previous RTP and whether this kind of evaluation has helped the region progress in the past. For example, what projects have been completed, did we do the planning in Chapter 8 of the RTP that we said we would do and what needs still exist or have emerged since the last update to the plan. Margi responded that task is a heavy technical lift that happens at the staff level. Metro takes an assessment on what has been accomplished, the current needs, and a network analysis to determine gaps or where we are falling short of where we want to be. This information will help inform updating the 2023 RTP. Another participant asked if the whole system undergoes similar performance measurement, and Margi noted Metro staff are working on a needs analysis of the whole system (that includes identifying gaps) and offered to discuss further offline.

Vision statement

Allison then led the final small group exercise to discuss the following vision statement and how it can be refined to capture the goals they prioritized.

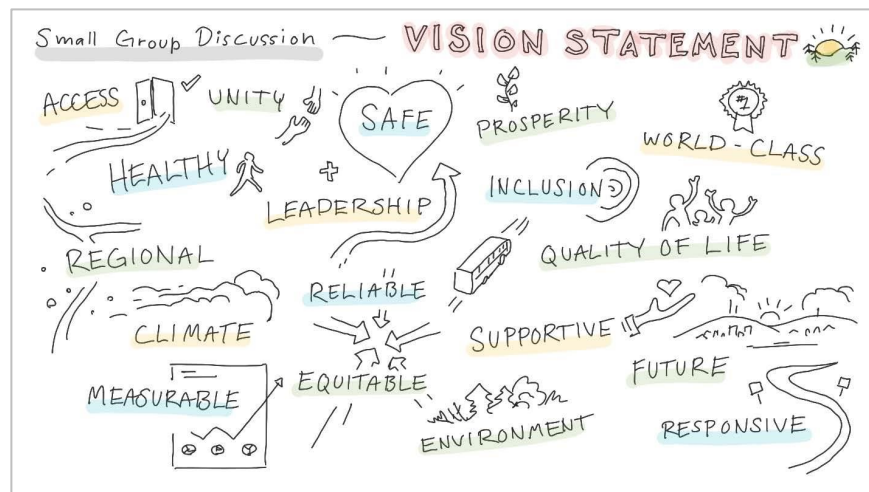
In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

She asked the group to consider if the current vision reflects the region’s priorities and where we are now in 2022. The goal of this exercise is to change, shape, or refine the vision statement.

Table 1

This group noted how the goals have changed over the years, but the vision statement has not and therefore needs more clarity. They suggested the following edits:

“In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable



economy and exceptional quality of life sustained by a regionally balanced, reliable, healthy, accessible, affordable, and environmentally responsible transportation system.”

The group mused about whether to Vancouver and if they want to be included. Margi affirmed that the federal transportation designation of the Metro area includes Vancouver and their MPO, the Southwest Washington Regional Transportation Council (SW RTC). There is no question they are included in the TMA.

“Our federal designation as a Transportation Management Agency (TMA), which by definition includes [the] City of Vancouver and our colleagues across the river. [...] So they are absolutely included in our vision and they are absolutely included in our goals.”

Margi

Councilor Lewis charged the group with better serving the people who don't live in Portland proper and be diligent about including Vancouver and the surrounding areas. Commissioner Fai also noted we have to identify a less technical term for the region. It's a matter of helping people identify with the vision and plan and help them understand it serves them, not just Portland. Allison suggested the need to define a regional term that resonates with the folks it serves could be an indication of where JPACT and the Metro Council would like to go with the workshops.

Table 2

The group felt the language "Portland metropolitan area" doesn't resonate with many folks they serve so they used the term "region" as a placeholder in their vision statement reiteration. They also felt the vision statement focuses more on the short term rather than long term vision, so they updated the timeframe to 2050 and offered the following suggestion:

"In 2050, everyone in the region will have access to a safe, reliable, healthy, equitable transportation system making it a great place to live, work, and play."

"We're trying to solve the problem with one tool, but there are two issues there. One is that we have to better serve people who don't live in Portland proper and also acknowledge our neighbors to the north."

- Christine Lewis, Metro Council

Table 3

This group sought to design a bold, concise vision statement that invites and entices the public to engage with the effort and embrace the efforts of the RTP. It was also noted that the vision isn't just constituents and the public – it is the vision we express to the world.

"The RTP will transform our transportation system by 2040 to sustain a healthy environment where everyone prospers."

The vision should not only be considered at the local, regional, and state level but also within a global context. **How do we define our regional transportation system as a world class infrastructure?** What kind of region do we want to be as we move from a medium to a large size region? How do we elevate our region?

"This vision is not only for our constituents and for our plans, [...] I would like for this to be a vision for what we tell the world. There needs to be a global context."

- Juan Carlos Gonzalez, Metro Council

The vision statement is a chance to come together as a unified body and will be an important tool the agencies take to legislature and USDOT.

Table 4

"In 2040, the Portland-Vancouver metro area will have a complete transportation system that prioritizes access to healthy transportation options that meet and exceed the transportation goals."

The RTP is a regional plan and should acknowledge Portland's sister city (Vancouver) within the statement; Safety and healthy environments both capture the nexus of the system and the individual experiences the group spoke of earlier. The vision statement should also tie to specific deliverables and measurable outcomes.

Next Steps & Closing

Allison closed the meeting with an expression of gratitude for the thoughts and perspectives shared from the regional representatives. The team will summarize the feedback and share it with the representatives for their comments. The next workshop will be held in July and continue through the fall.

Councilor Craddick thanked everyone for their time, shared Kim Ellis' contact information, and encouraged those on live stream to provide feedback on the meeting accessibility.

Appendix A: PowerPoint Slides

2023 Regional Transportation Plan

Shaping our goals and vision for the future of transportation

JPACT and Metro Council Workshop 1

June 30, 2022




WELCOME



Metro Councilor Shirley Craddick
JPACT Chair



Metro Councilor Christine Lewis
Deputy Metro Council President

AGENDA REVIEW

Facilitator: Allison Brown
JLA Public Involvement

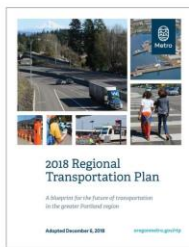
2023 Regional Transportation Plan Context and background

Presenter: Shirley Craddick, Metro Councilor
JPACT Chair

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan


- Sets the vision and goals for moving people and goods safely, reliably and affordably for decades to come
- Uses projections of future population and job growth to identify travel needs and solutions through 2045
- Includes policies and projects
- Coordinates local, regional, and state investments on regional system
- Establishes priorities for federal and state funding



5

The RTP is a key tool for implementing the 2040 Growth Concept and Climate Smart Strategy

2040 Growth Concept - regional blueprint for growth (and Climate Smart Strategy)
Adopted in 1995



CLIMATE SMART STRATEGY
Adopted in 2014

Implemented through adopted community and regional plans



Building toward six desired outcomes

6

Inclusive, equitable engagement built the 2018 RTP



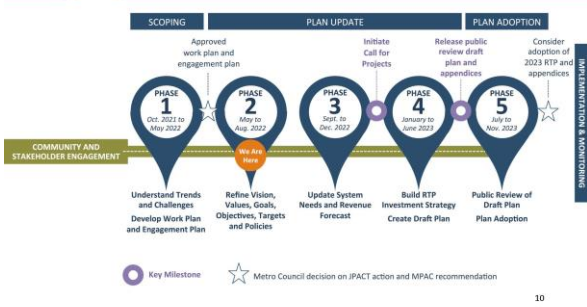
Many meaningful opportunities to listen, learn and collaborate



Partnerships and collaboration will continue in this update



2023 RTP timeline



2023 Regional Transportation Plan

Shaping our goals for the future of transportation

*Presenter: Margi Bradway
Metro Planning and Development Deputy Director*

Current RTP goals

WHAT WE WANT TO ACHIEVE	HOW WE GET THERE
1. Vibrant communities	10. Fiscal stewardship
2. Shared prosperity	11. Transparency and accountability
3. Transportation choices	
4. Reliability and efficiency	
5. Safety and security	
6. Healthy environment	
7. Healthy people	
8. Climate leadership	
9. Equitable transportation	

Table discussion 1

What's missing?

What feels critical to focus on in this moment?

Do you see opportunities to consolidate some goals together?

**Report back
and group
discussion**

2023 Regional Transportation Plan

**Shaping our vision
for the future of
transportation**

*Facilitator: Allison Brown
JLA Public Involvement*

Current RTP vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.

16

Table discussion 2

How would you update the vision statement to reflect what's most important and your vision for the future of transportation?

**Report back
and group
discussion**



RTP workshop series for JPACT and the Metro Council

- 1 **6/30/22** Vision and Goals For the Future of Transportation
- 2 **7/28/22** Regional Congestion Pricing Policy
- 3 **8/25/22** Safe and Healthy Urban Arterials
- 4 **9/29/22** High Capacity Transit Strategy Update/Future of Transit
- 5 **10/27/22** Climate Smart Strategy Update

MARK YOUR CALENDARS!
The workshops for JPACT and the Metro Council will be held from 7:30-9:30 AM.

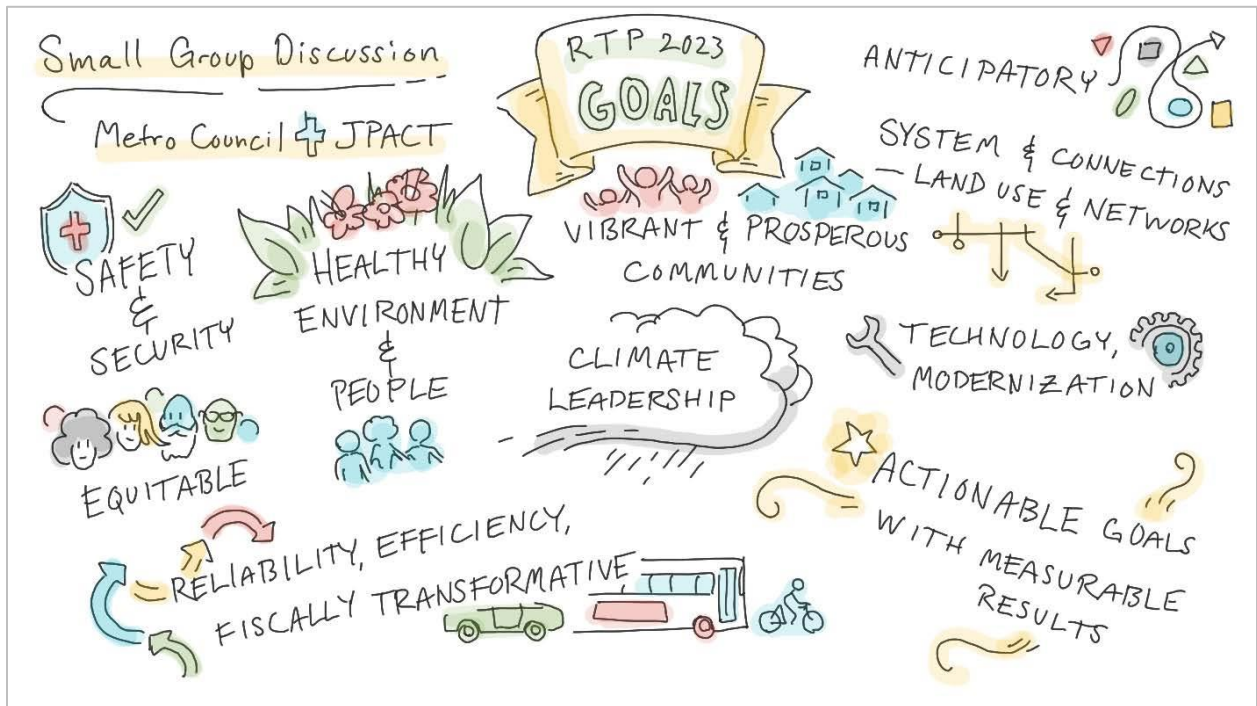
20

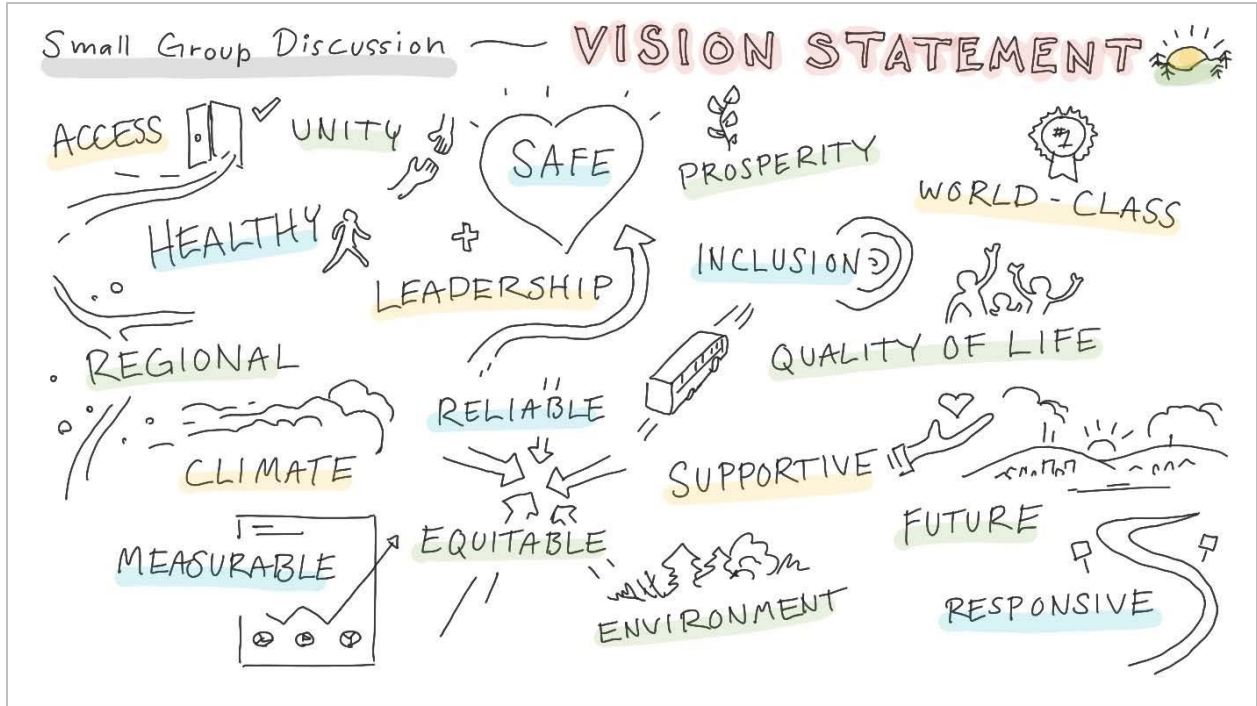
Learn more about the **Regional Transportation Plan** at:



Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov | oregonmetro.gov/rtp

Appendix B: Visual Illustrations





Appendix C: Other Resources

Meeting:	JPACT & Metro Council RTP Workshop 1
Date:	Thursday, June 30, 2022
Time:	7:30 a.m. to 9:30 a.m.
Place:	Conservation Hall of the Oregon Zoo, 4001 SW Canyon Rd, Portland, OR 97221
Livestream:	https://youtu.be/r2_ZkCoOU_c
Purpose:	Launch series of workshops with Council and JPACT, discuss 2023 Regional Transportation Plan process, vision statement and goals.
Outcome(s):	Prioritized and consolidated goals for 2023 RTP, refine vision statement.

- 7 a.m. Venue opens, optional breakfast.
- Venue setup with 5 small group tables (with assigned seating for participants); food at the back of the room
 - Option for participants to arrive early and mingle
- 7:30 a.m. Welcome & Introductions Councilor Craddick opens the meeting
- Calls the role
 - Invites Councilor Lewis to make opening remarks
 - Councilor Lewis welcomes folks as the Metro Council Deputy President
 - Provides opening remarks
 - Hands back to Allison
 - Allison to introduce herself,
 - Allison to review livestream, group agreements for our discussion, meeting agenda and purpose
- 7:45 a.m. 2023 RTP: Context and Background
- Short presentation on RTP overview by Councilor Craddick (*powerpoint slides*)
 - Staff outlines Goal identified in the 2018 RTP (*powerpoint slides*)
 - Allison facilitated questions/comments from the group (short)
- 8:05 a.m. Small group breakouts: RTP Goals
- Allison to introduce activity: We'll focus first on the RTP goals: these were the concrete things that drove the 2018 update, and were the result of extensive engagement. We recognize that having so many goals (and corresponding objectives) presents some challenges. Our intention in this activity is to choose our top goals for the 2023 update: what is most important to us now? What feels critical to focus on in this moment?
 - Additionally, if you see opportunities to consolidate some goals together, feel free to do so!
 - Allison to explain activity: (*5 mins for explanation, 20 mins in groups, 15 mins report back*) (*turn off table mics when this activity starts*)
 - In table groups, folks to review the 11 goals and select (as a group!) their top 4.
 - Also, groups are invited to consolidate goals

- We have folks at the table to help facilitate (someone pre-selected who is willing to lightly facilitate): they'll just make sure everyone gets a chance to speak, but also going to fully participate
- Allison is available if any group needs help
- Choose someone to report back to the broader group
(turn off table mics when this activity starts)
- Report back:
 - Each group shares their top 4 goals, and the rationale
 - Make sure this is visible/audible for livestream
 - Opportunity for questions/comments
(turn table mics back on when they do report back)
- Let folks know that Metro staff will be taking these priorities and suggestions and refining the goals, and you'll see them again soon.

8:45 a.m. Small group discussion: Vision statement

- Allison to review vision statement
 - Explain the purpose of vision statement, remind folks of where it came from
- Explain that goal today is to review the vision statement, and make sure it mirrors the goals that we just identified as most important
- Yes, this is a wordsmithing activity! We want you to change those words, their order, or edit the statement to best reflect what's most important, and the vision we want to see in the region.
- Table groups to review statement:
 - Discuss together (10 mins) *(turn off table mics during activity)*
 - Report back where they've landed (15 minutes total)
 - Any additional suggestions/options from large group (5 mins): what did you like? What resonates?

9:15 a.m. Next steps

- Outline what happens next, how feedback from meeting will be used
- Feedback for next time?
- Adjourn (try to let folks go before 9:30 for parking!)

9:25 a.m.

- Councilor Craddick to thank participants and attendees, and adjourn the meeting!



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Transportation shapes our communities and our everyday lives. Access to transit, biking and walking connections, and streets and highways where traffic flows allows us to reach our jobs, schools and families. It connects us to the goods and services we depend on and helps keep nature and recreation opportunities within reach. Investment in the transportation system to provide safe, healthy, accessible and reliable options for getting around is important for the region’s long-term prosperity and quality of life.

As the federally designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the [Regional Transportation Plan](#) every five years. Together, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint approval of updates to the plan. The plan was last updated in 2018. The next update is due by Dec. 6, 2023, when the current plan expires.

The greater Portland region is facing urgent challenges. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic. Technology is changing quickly and our roads and bridges are aging.

During 2022 and 2023, Metro will engage local, regional and state partners, business and community leaders and the public to update the RTP through the year 2045. This document provides background about the RTP and timeline for the update.

WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The RTP is the greater Portland area’s long-range plan that guides planning and investments in the region’s transportation system for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight.

The plan identifies current and future regional transportation needs, investment priorities to meet those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments. The plan contains:

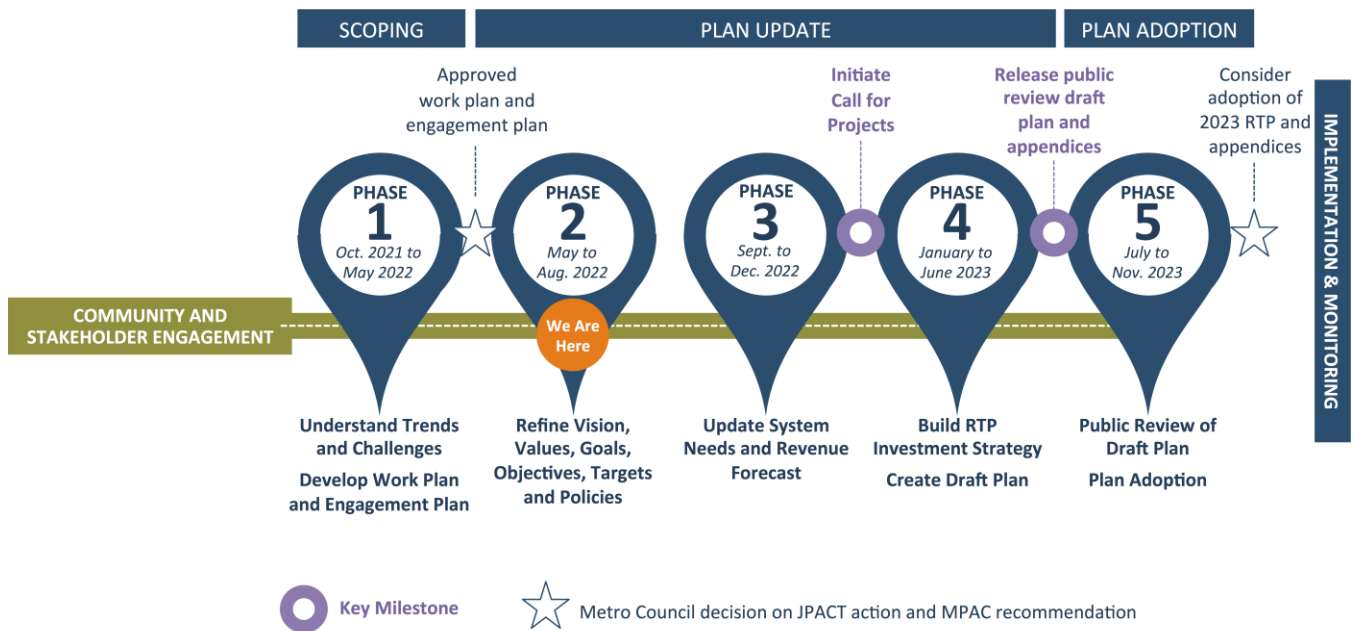
- **a long-term vision** for the region’s transportation system;
- **eleven goals and supporting objectives and performance targets** that identify what outcomes the region wants to achieve and indicators to measure progress;
- **policies** that guide decisions and actions in pursuit of our vision and goals;
- **a financial plan** that identifies how the region will pay for investments; and
- **an investment strategy** that includes major local, regional and state transportation investment priorities that address transportation needs and help achieve the vision and goals identified in the plan.

Together these elements guide planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland today and in the future.

Figure 1. Elements of the Regional Transportation Plan



WHAT IS THE TIMELINE FOR THE UPDATE?



Scoping

Oct. 2021 to May 2022

- Seek Metro Council, JPACT and MPAC feedback on trends and challenges facing the region and priorities for the update to address.
- Engage local, regional, state and community partners and the public to inform the overall scope of the update and process that will guide the development of the updated plan.

Decision: JPACT and the Metro Council approval of work plan and public engagement plan (by Resolution). (April and May 2022)

Plan Update

May 2022 to June 2023

- **Data and Policy Analysis:** Update vision, goals and policies and document how people travel and performance of the transportation system today by August 2022 to inform regional needs analysis and project list updates.
- **Revenue and Needs Analysis:** Update revenue forecast and complete needs analysis by December 2022 to support updating investment priorities.

Milestone: Call For Projects released. (anticipated in January 2023)
- **Investment Priorities:** Update project list priorities, evaluate performance and seek community feedback on updated priorities from Jan. to June 2023.
- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy.

Milestone: Public review draft 2023 RTP and appendices released for 45-day public comment period. (anticipated in July 2023)

Plan Adoption

July to November 2023

- **~July 1 to Aug. 14, 2023:** 45-day public comment period with hearings, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and Consultation activities with tribes and state, federal and resource agencies.
- **Sept. and Oct.:** MTAC and TPAC consider public comment and recommendations to MPAC and JPACT.
- **Oct. and Nov.:** MPAC and JPACT consider public comment and recommendations to the Metro Council.
- **Nov. 30:** Metro Council considers final action.

Decision: JPACT and the Metro Council consider adoption of the plan (by Ordinance). (anticipated in November 2023)



2018 REGIONAL TRANSPORTATION PLAN GOALS (adopted)

Source: 2018 Regional Transportation Plan (Chapter 2)

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region

GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

GOAL 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

GOAL 10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

CURRENT RTP VISION

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.



2023 Regional Transportation Plan scoping

Summary of stakeholder interviews

In December 2021 Metro contracted with JLA Public Involvement to conduct 40 interviews with local, regional, and state public officials and staff, business groups and community-based organizations. The interviews identified issues and ideas that Metro should consider for the 2023 Regional Transportation Plan (RTP).



Future Trends

Stakeholders weighed in on changes they have observed and long-term trends to consider during the RTP process.

Uncertainty. Everything we think we know about transportation is shifting radically and the future is unclear.

New travel patterns. Work-from-home has changed the nature of the daily commute. Many people are now traveling at different times of the day and week and are increasingly dependent on freight and home delivery services. Meanwhile, other types of jobs do not offer work-from-home options.

More driving, more congestion. More people are buying cars than ever. There is a sense that (given the choice) people will continue to drive because it is the easy choice.

More danger. Vehicle and pedestrian fatalities are up. Fear of COVID and violence is affecting how people travel and use public spaces.

Shifting costs. Transportation funding is poorly understood and unsustainable. Funding mechanisms will need to evolve and impacts on low-income people will need to be considered.

Transit. Transit is seen as essential for reducing congestion, improving transportation equity, and reducing greenhouse gas emissions. Investments and strategies that rebuild ridership will be an important near-term goal.

Climate. It will be critical to figure out how to accelerate the transition to electric vehicles and pay for related infrastructure.

New priorities. COVID and telework has prompted the “Great Resignation” and people are reevaluating infrastructure priorities. Many have discovered the importance of safe, walkable neighborhoods.

New technologies. Considerations should include hybrid work infrastructure, electric and autonomous vehicles, e-bikes and scooters, travel data/information technology, ride-share, and alternative fuels.

Vision

Stakeholders provided their feedback on the existing Regional Transportation Plan vision.

“Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

An ambitious and solid foundation. The vision Statement still makes sense as an aspirational and ambitious goal for the region’s future. The vision was praised as clearly stated, comprehensive, positive, and consistent with the vision statements of other groups.

Some described the vision as “idealistic” and “utopian” but felt that it was appropriate for a vision to be broad and to aspire to lofty goals. Others felt that the vision may be trying to achieve too much and realizing the vision will depend on factors outside of the transportation system.

Stakeholder suggested changes to the Vision: consider more emphasis on...

Accessibility. Improved access and affordability should be a primary goal. Transportation access is closely related to concerns about having an equitable system.

Equity. The Vision should speak more directly to equity and include specific language that addresses historically marginalized and oppressed communities.

Climate. The Vision needs to include more explicit focus on climate and resilience.

Economic prosperity. The Vision should reflect how transportation drives the regional economy and supports manufacturing and freight.

Travel options. The Vision should be inclusive of all modes of transportation and recognize that different regions have different needs.

Transit. Transit is critical to achieving the Vision and will require greater focus to become a safer and more reliable transportation option.

Priority Areas

The 2018 RTP prioritized equity, safety, climate, and congestion. Stakeholders discussed whether these priority areas still make sense?

While all the priorities were seen as important and interrelated, **safety** and **equity** were most consistently rated as higher priorities relative to climate and congestion:

“The system should be safe, or it is not a good system.”

“It is important to address disparities with people of color, urban, and rural communities to ensure they are not overlooked.”

Equity

Stakeholders provided their thoughts on what makes an equitable process for selecting projects and what an equitable transportation system looks like.

An equitable system. While there was no universal definition, most offered a variation of the following:

“Equity means that we have a transportation system that serves everyone, regardless of income and geography.”

Most agreed that such a system should be affordable, safe, accessible, convenient, and provide equal opportunity for users. However, the perceptions of who should be the primary beneficiaries of an equitable system varied. Suggested focus included “everyone”, “people of color”, “underserved areas”, and “the most vulnerable users.”

Equitable projects should focus on improving safety, particularly with regard to last-mile connectivity, improving transit accessibility, and multimodal travel options. Projects should yield objectively beneficial outcomes for specific areas ... not just vague regional benefits.

Equitable process should not presuppose outcomes in advance. A truly equitable process should center diverse voices who are closest to the problems and empower them to make their own decisions. Such a process could involve using data to identify underserved areas, going to those places and nurturing relationships with individuals and organizations who are trusted community ambassadors, agreeing on how Metro can support the process, providing information, education, and compensation for time as required, and then standing back to let the people lead.

Throughout, Metro must be a good listener and foster an open, collaborative process that develops a thorough understanding of local needs. At the end, Metro should circle back to let people know they were heard, to build trust and maintain ongoing relationships with the community.

Critical Partnerships. Metro has a solid reputation for engaging with community-based organizations (CBOs) and Black, Indigenous and People of Color communities, but some regional cities and business groups have felt left out of recent transportation conversations. Existing relationships with CBOs should not be taken for granted or overused. Partnerships should not be infrequent, only when Metro wants something. Commitment to partnership means being transparent about the role and decision-making power of participants, and not asking for time if it will not make a difference. It also means honoring prior input.

Hopes

Stakeholders described what they hope will be different in two years because of the 2023 RTP process?

Improved reputation for Metro.

Partnerships. More coordination and better relationships between agencies and communities.

A better RTP. The RTP should be an exciting, useful tool that honors diverse voices and lays out a clear plan with metrics for success.

Visible change. Demonstrate tangible accomplishments and successes.

A picture of what’s coming. We must understand the new normal.

Renewed optimism. People should feel listened to and are hopeful that solutions are coming.



2023 Regional Transportation Plan

Summary of public survey #1: Vision and goals

Metro hosted an online public survey from February 14 to April 4, 2022, during the scoping phase of the 2023 Regional Transportation Plan (RTP). The survey collected input from 1,372 participants. This is a high-level summary of the input received on the vision and goals.

Vision

The 2018 RTP vision continues to be aligned with many people's vision for the future of transportation in the greater Portland region.

Vision: Everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Most survey respondents (65% people) indicated that the 2018 RTP vision matches their vision for transportation well or very well. Twenty percent (20%) of respondents indicated that the vision does not or does not very well match their vision. The most frequent comments made about the vision were related to:

- **Elevating addressing the climate impacts of transportation** (30 comments)
- **The vision being too vague or all-encompassing to be effective** (26 comments)

Goals

People are supportive of the all RTP goals indicating that they remain important goals for the region.¹

2023 RTP Goals

1. **Vibrant communities**
2. **Shared prosperity**
3. **Transportation choices**

4. **Reliability and efficiency**
5. **Safety and security**
6. **Healthy environment**
7. **Healthy people**
8. **Climate leadership**
9. **Equitable transportation**

There is especially high support for:

- **Safety and security** (84% of respondents rated important)
- **Healthy environment** (81% of respondents rated important)
- **Vibrant communities** (78% of respondents rated important)

However, most people think **the region is *not* making good progress on achieving the goals.**

Safety and security are a top concern. It was the most important goal to the highest number of survey respondents. **The region is also performing the lowest on safety and security, according to survey respondents.** Sixty-nine (69%) of respondents indicated that greater Portland is not doing very well toward meeting this goal.

Most of the more than 100 survey comments about safety and security focused on traffic safety including crashes and driving behavior.

“I think about safety for our kids who have to walk on the sides of the roads because our streets don't have sidewalks, or how I'm forced to use my vehicle out of the safety of my kids because I don't want us to get hit while walking half a mile to our destination.”

– Survey participant

¹ The survey did not include the two process goals: fiscal stewardship and transparency and accountability.

These comments most often referred to concerns about **speed, lack of enforcement and the vulnerability of people walking, biking and living near roadways.**

Commenters also voiced concerns about safety on transit and in public spaces related to crime and violence. There were several comments that requested a distinction be made between the security of goods and the safety of people. Respondents also indicated that **the region is not making good progress toward meeting the following goals:**

- **Shared prosperity** (58% indicated that we are not doing very well)
- **Vibrant communities** (58% indicated that we are not doing very well)
- **Climate leadership** (58% indicated that we are not doing very well)
- **Equitable transportation** (56% indicated that we are not doing very well)

Respondents indicated that the **region is doing ok on:**

- **Reliability and efficiency** (52% indicated that we are not doing very well)
- **Transportation choices** (48% indicated that we are not doing very well)
- **Healthy environment** (48% indicated that we are not doing very well)

The survey asked **how transportation in greater Portland equitable could be more equitable.** There were 502 comments. Some of the themes include:

- Affordable transit
- Increase transit accessibility
- Increase transportation choices
- Involve communities experiencing inequities in decision-making
- Equitable funding sources for transportation

Additional analysis of the equity responses is forthcoming.

Survey participants

The survey was provided in English, Spanish and a screen-reader accessible version. Upcoming 2023 RTP surveys will be bolstered by outreach through community liaisons with the goal of increasing participation in under-represented communities. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red.**

Table 1. County of residence (1,066 respondents)

County	Survey Percent	2020 Census
Clackamas	17%	19%
Multnomah	58%	47%
Washington	24%	34%
Clark	1%	--
Other	17.1%	

Table 2. Race/ethnic identity (1,066 respondents)

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	2%	3%
Asian or Asian American	4%	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	5%	14%
Pacific Islander	1%	1%
White	74%	66%
Other	3%	--
An ethnicity not included here	4%	--
Prefer not to answer	12%	--

* Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.

Table 3. Income (1,024 respondents)

Annual household income	Survey Percent*	2020 census
\$10,000 to \$19,999	2%	5%
\$20,000 to \$29,999	2%	6%
\$30,000 to \$39,999	3%	7%
\$40,000 to \$49,999	4%	14%
\$50,000 to \$74,999	7%	17%
\$75,000 to \$99,999	15%	13%
\$100,000 to \$149,999	14%	19%
\$150,000 or more	19%	20%
Don't know/prefer not to answer	19%	--

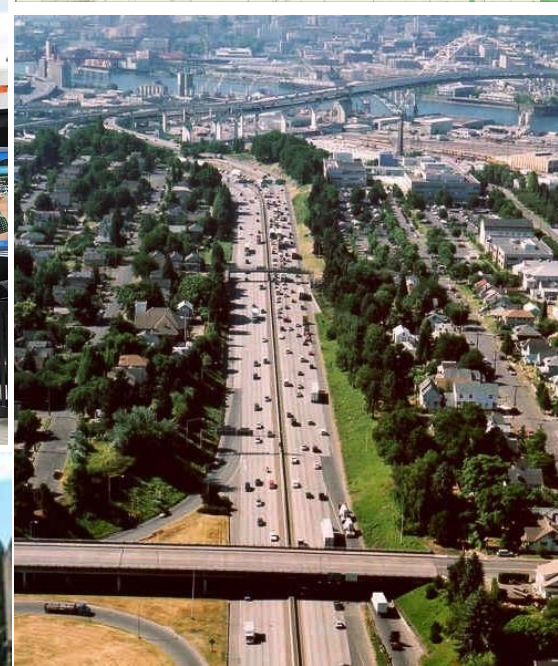
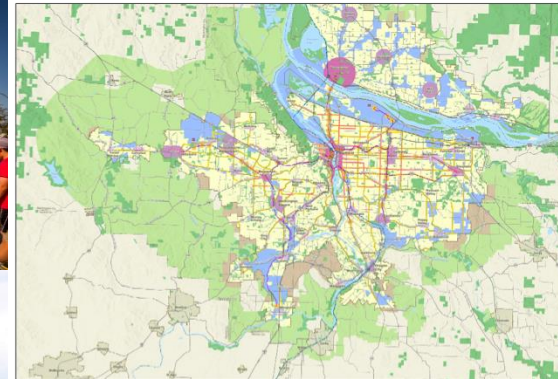
Materials following this page were distributed at the meeting.

2023 Regional Transportation Plan

Shaping our shared vision and goals for the future of transportation

Metro Council

October 6, 2022



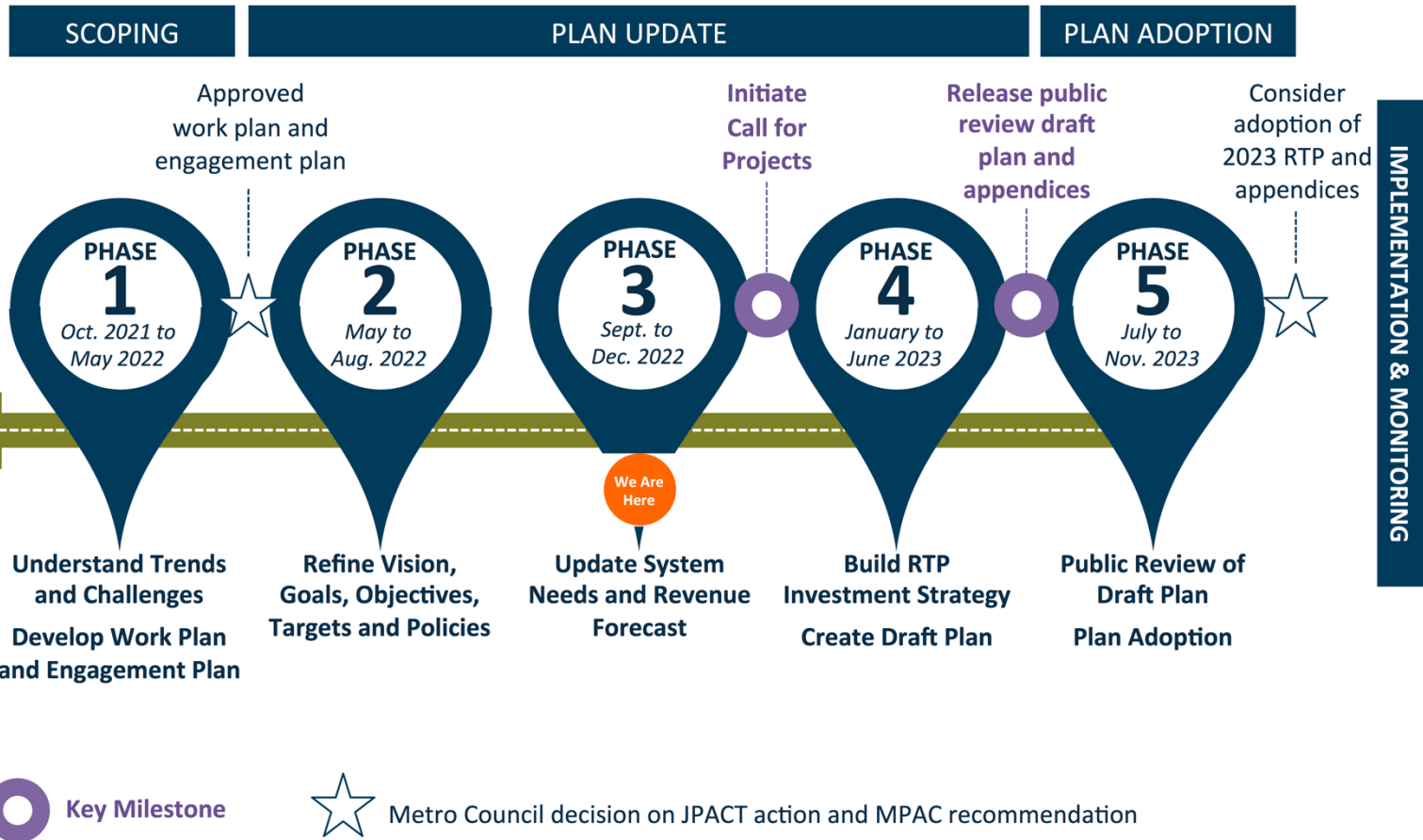
Today's purpose

Discussion and feedback on draft vision and goals

- Do they reflect Council priorities and input to date?
- Anything important missing?
- Suggestions for ways to improve them?
- Does Council support the draft vision and goals?

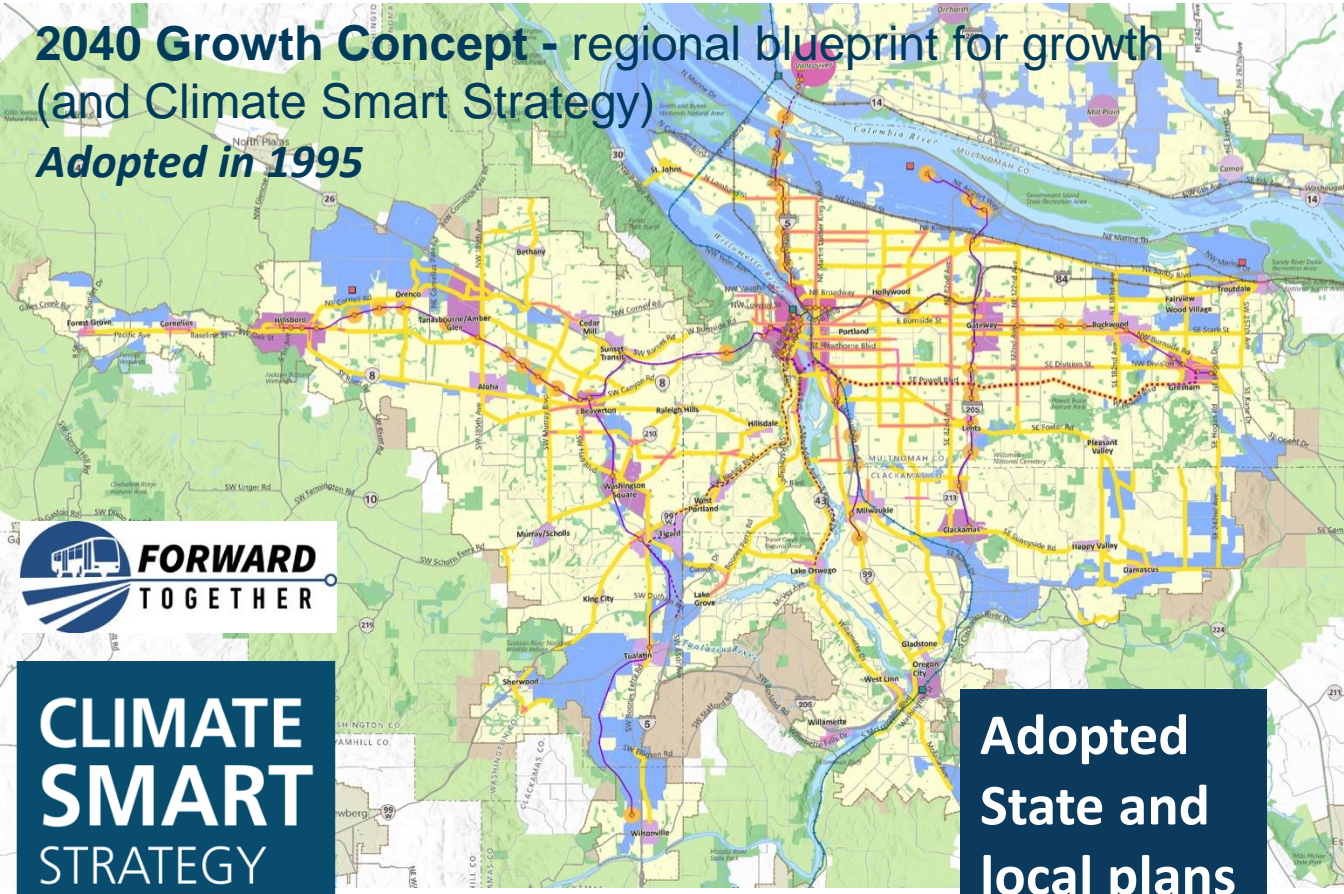


2023 RTP timeline



The RTP is a key tool for implementing the 2040 Growth Concept and Climate Smart Strategy

2040 Growth Concept - regional blueprint for growth
(and Climate Smart Strategy)
Adopted in 1995



**CLIMATE
SMART
STRATEGY**

**Adopted
State and
local plans**

Adopted in 2014

Implemented through adopted community and regional plans



Building toward six desired outcomes

JPACT/Metro Council Workshop – June 30



Thank you for your input!

Workshop themes

Describe a vision for the region that will resonate with the people it serves.

Provide more focus by reducing number of goals to five actionable goals.

The vision and goals should tie to actions and measurable outcomes.

Incorporate climate action more thoroughly into the vision and goals.

Incorporate safety and security as the main priorities.

The RTP needs to be forward thinking. It's a vision we express to our constituents and the world.

The region is growing economically, strive to create complete communities and connected transportation networks.

Draft Vision and Goals for 2023 RTP



Vision →

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **drive less** and support **equitable, resilient, healthy and economically vibrant communities and region.**

1. Equity Goal

Equitable Transportation

Transportation system disparities experienced by Black, Indigenous and people of color and people with low income, are eliminated. The disproportionate barriers people of color, people with low income, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.



2. Climate Goal

Climate Action and Resilience

People, communities and ecosystems are healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

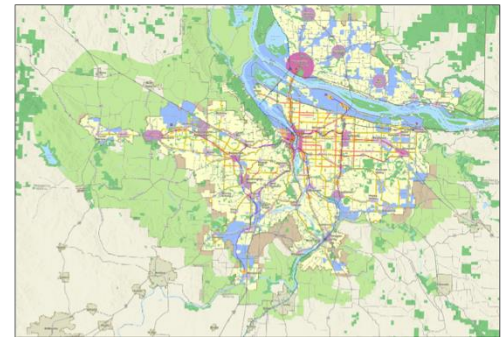


**CLIMATE
SMART
STRATEGY**
Adopted in 2014

3. Economy Goal

Vibrant and Prosperous Communities

An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.



4. Safety Goal

Safe System

Deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.



5. Mobility Goal

Mobility Options

People and businesses can reach the jobs, goods, services and opportunities they need by affordable, low-carbon travel options that are safe, connected, convenient, reliable, efficient, accessible, and welcoming for all.



Looking ahead to the Call for Projects

SEPT. TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

JAN. TO FEB. '23

RTP
Call for
Projects

Jan. 6 to Feb. 17

Engagement activities

Council discussion and feedback

- Do the draft vision and goals reflect Council priorities and input to date?
- Anything important missing? Suggestions for ways to improve them?
- Does Council support the draft vision and goals?

Learn more about the **Regional Transportation Plan** at:



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp