

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THREE NEW)	RESOLUTION NO. 22-5291
PROJECTS AND AMENDING THREE EXISTING)	
PROJECTS IN THE 2021-24 METROPOLITAN)	Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT)	Marissa Madrigal in concurrence with
PROGRAM)	Council President Lynn Peterson
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the approval of the Oregon Department of Transportation's (ODOT) National Electric Vehicle Infrastructure (NEVI) plan will result in a \$52 million NEVI funding award over a five-year period that must be deployed on Oregon's eleven EV Alternative Fuel Corridors; and

WHEREAS, the NEVI funding allows ODOT to now move forward with the MTIP and STIP programming and deployment of fast charging stations within the I-205 and I-84 corridors for electric vehicle drivers; and

WHEREAS, ODOT is moving forward to add their new American with Disabilities Act (ADA) Curb and Ramps design project to develop implementation projects for 2025 and 2026 to achieve ODOT's goal of providing better, and more equitable pedestrian access; and

WHEREAS, ODOT is addressing a funding shortfall for their OR141 ADA improvement project committing \$2,855,981 of Infrastructure Investment and Job Act (IIJA) funding to ensure the project continues to move forward; and

WHEREAS, ODOT is completing a scope change to their Willamette River Stormwater Source Control Improvement project to by adding \$7,562,660 of IIJA funding for design and right-of way needs allowing the number of improvement site locations to increase to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas; and

WHEREAS, Metro Parks and Portland Parks are committing over \$5 million of their local funds to address a funding shortfall for the Willamette Greenway Trail-Columbia Blvd Bridge project ensuring design activities can continue; and

WHEREAS, all projects included in the November 2022 Formal MTIP Amendment required Oregon Transportation Commission approval which occurred during their recent September and November 2022 meetings; and

WHEREAS, Metro staff reviewed all projects for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and

WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on November 4, 2022, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 17, 2022, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add three new projects and amend three existing projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 8th day of December 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program Exhibit A to Resolution 22-5291 November FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: NV23-03-NOV – Modification #1 Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22738 MTIP ID NEW - TBD	ODOT	I-205: From I-5 to the Abernethy Bridge Glenn Jackson Bridge	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Abernethy Bridge Glenn Jackson Bridge , to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon <div style="background-color: red; color: white; padding: 10px; text-align: center;"> Note: Modification #1 Per comment and request from ODOT, the project name and description has been corrected to reflect the actual project limits which are I-5 to the Glenn Jackson Bridge. The OTC STIP item with the error has been corrected as well. </div>	<u>ADD NEW PROJECT:</u> Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure.
(#2) ODOT Key # 21740 MTIP ID NEW - TBD	ODOT	I-84: From I-5 to the Idaho Border	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon	<u>ADD NEW PROJECT:</u> Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 22978 MTIP ID NEW - TBD	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's new ADA Design project covering planned ADA cur and ramp improvements during FFY 2024-2027
(#4) ODOT Key # 22552 MTIP ID 71265	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas	<u>SCOPE CHANGE:</u> The formal amendment provides approved funding for the 30 added site locations along US30 that will be included now in the project. Approved funding is from the Bridge program.
(#5) ODOT Key # 22431 MTIP ID 71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> The formal amendment addresses a construction phase funding shortfall by adding OTC approved IJA funds.
(#6) ODOT Key # 18832 MTIP ID 70774	Metro (Metro Parks) Portland (Portland Parks)	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.	<u>COST INCREASE:</u> The formal amendment adds funding to address significant phase funding shortfalls to PE, UR, and Construction

2021-2027 MTIP Formal Amendment - Exhibit A

November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV

Summary Reason for Change: The new project was required and occurred during their 9/13/2022 meeting.

Modification #1 Per ODOT Comment:
Correct the project name to reflect the correct limits to be "I-5 to the Glenn Jackson Bridge"



Metro

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

MTIP Update Entry
ADD NEW PROJECT
Add the new Electric Charging Stations project to the MTIP

Lead Agency: ODOT			Project Type: Highway	ODOT Key: 22738
Project Name:		1	Fiscal Constraint Cat: Capital	MTIP ID: New - TBD
I-205: From I-5 to the Abernethy Bridge Glenn Jackson Bridge			ODOT Type: TBD	Status: 1
			Performance Meas: Climate	Comp Date: 12/31/2028
			Capacity Enhancing: No	RTP ID: 11584
			Conformity Exempt: Yes	CMP: Yes
Project Status:			30 Day Notice Begin: 11/1/2022	TCM: No
1 = Pre-final refinement			30 Day Notice End: 12/1/2022	TSMO Award: No
			Funding Source: ODOT	TSMO Cycle: N/A
			Funding Type: NEIV-IIJA	RFFA ID: N/A
			State Highway Route: I-205	RFFA Cycle: No
			Mile Post Begin: 0.00	UPWP: No
			Mile Post End: 25.00	UPWP Cycle: N/A
			Length: 25.00	Past Amend: 0
			Flex Transfer to FTA: No	Council Appr: Yes
			FTA Conversion Code: N/A	Council Date: 12/8/2022
			1st Year Program'd: 2023	OTC Approval: Yes
			Years Active: 0	OTC Date: 9/13/2022
			STIP Amend #: 21-24-2646	MTIP #: NV23-03-NOV

Need for Correction:

The STIP materials initially reference the incorrect project limits which are being corrected through the public comment process

Detailed Description: On I-205 in Region 1 from I-5 to the ~~Abernethy Bridge~~ Glenn Jackson Bridge, initiate deployment of National Electric Vehicle Infrastructure (NEVI) along I-205 which includes the construction of fast chargers for electric vehicle drivers. The project is one segment of multiple segments to the larger NEVI deployment effort occurring on other state highways.

STIP Description: Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Abernathy Bridge Glen Jackson Bridge to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon

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								
Highway Infrastructure Electric Vehicle IIJA (HIEV-IIJA)	Y130	2023	\$ 188,800					\$ 188,800
HIEV-IIJA	Y130	2023		\$ 424,000				\$ 424,000
HIEV-IIJA	Y130	2023					\$ 936,000	\$ 936,000
								\$ -
							Federal Totals:	\$ 1,548,800
State Funds								
State	Match	2023	\$ 47,200					\$ 47,200
State	Match	2023		\$ 106,000				\$ 106,000
State	Match	2023					\$ 234,000	\$ 234,000
								\$ -
							State Total:	\$ 387,200
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 236,000	\$ 530,000	\$ -	\$ -	\$ 1,170,000	\$ 1,936,000
Total Project Cost Estimate (all phases):							\$	1,936,000
Year of Expenditure Cost Amount:							\$	1,936,000

Programming Summary Details

Is the project is short programmed? No, the project is not short programmed.

Phase Change Amount:	\$ 236,000	\$ 530,000	\$ -	\$ -	\$ 1,170,000	\$ 1,936,000
Phase Change Percent:	100%	100%	0%	0%	100%	100%
Revised Match Federal:	\$ 47,200	\$ 106,000	\$ -	\$ -	\$ 234,000	\$ 387,200
Revised Match Percent:	20.00%	20.00%	N/A	N/A	20.00%	20.00%

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: The formal amendment adds the new OTC approved (9/13/2022 meeting) project to the MTIP that will begin deployment of the Oregon electric vehicle charging infrastructure. This project segment is on I-205 from I-5 east to the Glenn Jackson Bridge.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC Staff Item Report, Includes project Maps, Powerpoint presentation, and website Executive Summary
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? November, 1, 2022 to December 1, 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? If submitted, they will be reviewed and evaluated, plus sent on to Metro Communications staff
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Climate
2A	Does the amendment include fiscal updates?. Yes the project adds approved IIJA funds to the MTIP
2B	What is the funding source for the project? NEIV from the IIJA
2C	Was the Proof-of Funding requirement satisfied and how? Yes. OTC Staff Report item and action from the 9/13/2022 meeting was submitted.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
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: Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
3A	Is the project considered capacity enhancing? No. The electric vehicle charging stations fall more in line with system management and operational improvements
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? No.
4	What RTP Goal does the project support? Goal #8 - Climate Leadership, Objective 8.4 - Low and No Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
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? 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? Yes. I-205 in the project limits is designated as part of the Eisenhower Interstate System on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes - The project is located on multiple Metro modeling networks
2B	What is the Metro modeling designation? - Motor Vehicle = Throughway - Transit = Frequent Bus - Freight = Main Roadway Routes
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

Highway Infrastructure Electric Vehicle IIJA (HIEV-IIJA)	Federal Highway Infrastructure Electric Vehicle funding from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure.
State	General state funds committed to the project normally to support the match requirement against the federal funds.

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
PL	Y130	Highway Infrastructure Electric Vehicle IIJA		100.00%	236,000.00	80.00%	188,800.00	20.00%	47,200.00	0.00%	0.00
	PL Totals			100.00%	236,000.00		188,800.00		47,200.00		0.00
PE	Y130	Highway Infrastructure Electric Vehicle IIJA		100.00%	530,000.00	80.00%	424,000.00	20.00%	106,000.00	0.00%	0.00
	PE Totals			100.00%	530,000.00		424,000.00		106,000.00		0.00
CN	Y130	Highway Infrastructure Electric Vehicle IIJA		100.00%	1,170,000.00	80.00%	936,000.00	20.00%	234,000.00	0.00%	0.00
	CN Totals			100.00%	1,170,000.00		936,000.00		234,000.00		0.00
Grand Totals					1,936,000.00		1,548,800.00		387,200.00		0.00



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item L – NEVI Update

Requested Action:

Receive an update from the Policy Data and Analysis Division Administrator Amanda Pietz and ODOT Climate Office on the OTC's \$100 million commitment to electric vehicle (EV) charging, with a focus on Oregon's Plan for the federal Infrastructure Investments and Jobs Act (IIJA) National Electric Vehicle Infrastructure (NEVI) program.

Background:

ODOT is the convening state agency on transportation electrification and leads electric vehicle charging infrastructure work. Following the IIJA investment in EV charging infrastructure nationwide, the OTC committed to \$100 million for EV charging infrastructure across the state. This allows ODOT to execute findings from the Transportation Electrification Infrastructure Needs Assessment (TEINA, June 2021) and its deployment strategy.

National Electric Vehicle Infrastructure (NEVI)

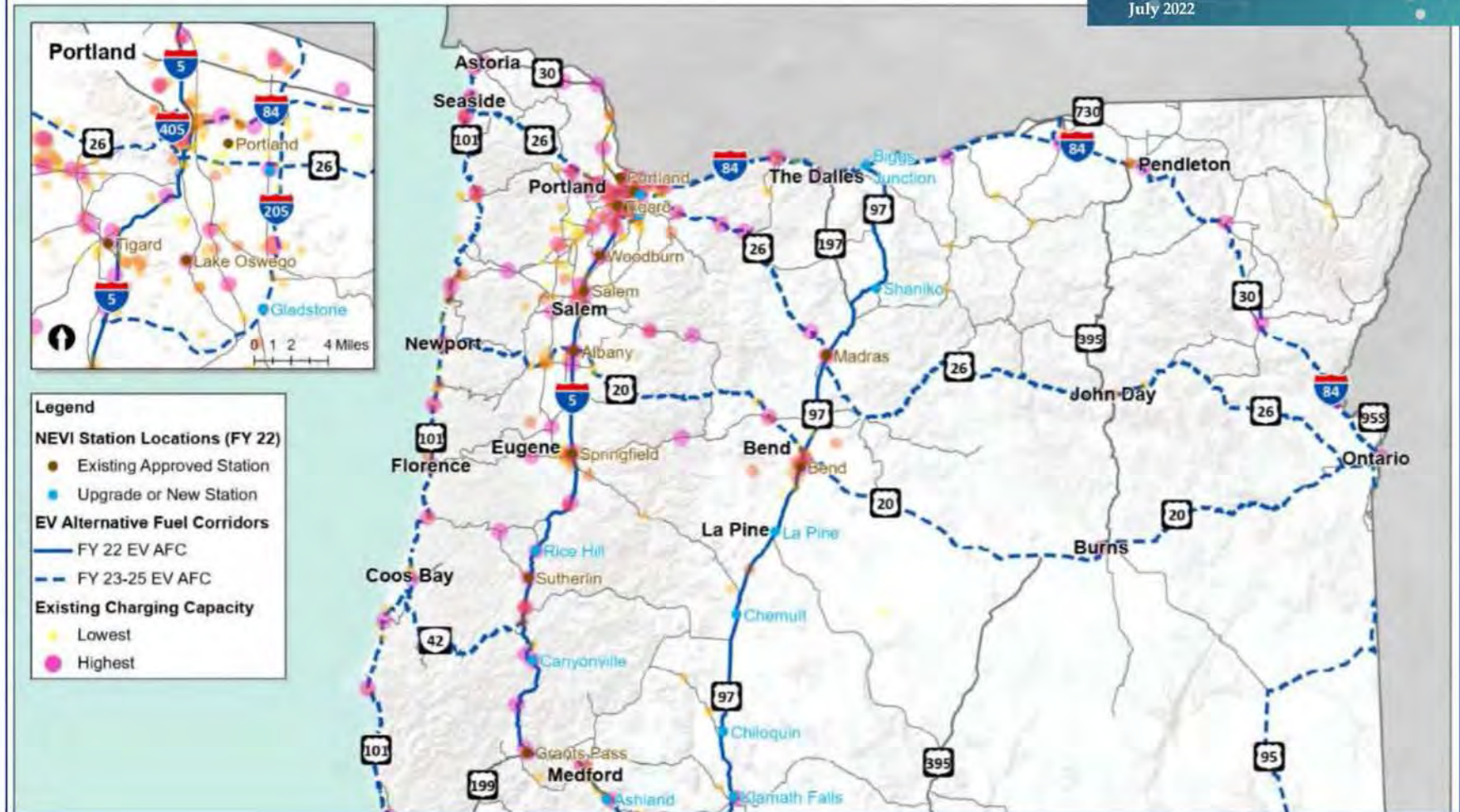
ODOT submitted Oregon's NEVI Plan in late July, and it is currently under review by the federal Joint Office of Energy and Transportation. Approval of the Plan is expected later this month.

Once approved, ODOT will receive \$52 million in NEVI funding over five years that must be deployed on Oregon's eleven EV Alternative Fuel Corridors (see map). Funding match requirements (20 percent) for these dollars bring the investment total to \$65 million.

Oregon National Electric Vehicle Infrastructure Plan

July 2022

Figure 26: Existing Charging Capacity and Planned NEVI Stations



2021-2027 MTIP Formal Amendment - Exhibit A

November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV

Summary Reason for Change: The new project is being added to the 2021-26 MTIP project. OTC approval for the funding was required and occurred during their 9/13/2022 meeting.



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

MTIP Update Entry
ADD NEW PROJECT
 Add the new Electric Charging
 Stations project to the MTIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22740
Project Name: I-84: From I-5 to the Idaho Border	2	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBD
		ODOT Type	TBD	Status:	1
		Performance Meas:	Climate	Comp Date:	12/31/2028
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	RTP ID:	11584
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	11/1/2022	TCM:	No
		30 Day Notice End:	12/1/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	NEIV-IIJA	RFFA ID:	N/A
	US30	State Highway Route	I-84	RFFA Cycle:	No
	0.00	Mile Post Begin:	42.08	UPWP:	No
	243.9	Mile Post End:	378.00	UPWP Cycle:	N/A
	243.9	Length:	335.92	Past Amend:	0
Short Description: Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	12/8/2022
		1st Year Program'd:	2023	OTC Approval:	Yes
		Years Active:	0	OTC Date	9/13/2022
		STIP Amend #: 21-24-2648		MTIP #: NV23-03-NOV	

Detailed Description: On I-84 in from I-5 to the Idaho Border, initiate deployment of National Electric Vehicle Infrastructure (NEVI) along I-84 which includes the construction of fast charging stations every 50 miles for electric vehicle drivers. The project is one segment of multiple segments to the larger NEVI deployment effort occurring on other state highways.

STIP Description: Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon

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								
Highway Infrastructure Electric Vehicle IIJA (HIEV-IIJA)	Y130	2023	\$ 225,600					\$ 225,600
HIEV-IIJA	Y130	2024		\$ 1,272,000				\$ 1,272,000
HIEV-IIJA	Y130	2024					\$ 2,808,000	\$ 2,808,000
								\$ -
							Federal Totals:	\$ 4,305,600
State Funds								
State	Match	2023	\$ 56,400					\$ 56,400
State	Match	2024		\$ 318,000				\$ 318,000
State	Match	2024					\$ 702,000	\$ 702,000
								\$ -
								\$ -
							State Total:	\$ 1,076,400
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 282,000	\$ 1,590,000	\$ -	\$ -	\$ 3,510,000	\$ 5,382,000
Total Project Cost Estimate (all phases):							\$	\$ 5,382,000
Year of Expenditure Cost Amount:							\$	\$ 5,382,000

Programming Summary Details

Why project is short programmed: The project is not programmed.

Phase Change Amount:	\$ 282,000	\$ 1,590,000	\$ -	\$ -	\$ 3,510,000	\$ 5,382,000
Phase Change Percent:	100%	100%	0%	0%	100%	100%
Revised Match Federal:	\$ 56,400	\$ 318,000	\$ -	\$ -	\$ 702,000	\$ 1,076,400
Revised Match Percent:	20.00%	20.00%	N/A	N/A	20.00%	20.00%

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: The formal amendment adds the new OTC approved (9/13/2022 meeting) project to the MTIP that will begin deployment of the Oregon electric vehicle charging infrastructure. This project segment is on I-84 from the Portland area at I-5 east to the Idaho border
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC Staff Item Report, Includes project Maps, Powerpoint presentation, and website Executive Summary
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? November, 1 , 2022 to December 1, 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? If submitted, they will be reviewed and evaluated, plus sent on to Metro Communications staff
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Climate
2A	Does the amendment include fiscal updates?. Yes the project adds approved IJA funds to the MTIP
2B	What is the funding source for the project? NEIV from the IJA
2C	Was the Proof-of Funding requirement satisfied and how? Yes. OTC Staff Report item and action from the 9/13/2022 meeting was submitted.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
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: Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
3A	Is the project considered capacity enhancing? No. The electric vehicle charging stations fall more in line with system management and operational improvements
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? No.
4	What RTP Goal does the project support? Goal #8 - Climate Leadership, Objective 8.4 - Low and No Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
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? 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? Yes. I-84 in the project limits is designated as part of the Eisenhower Interstate System on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes - The project is located on multiple Metro modeling networks

2B	What is the Metro modeling designation? - Motor Vehicle = Throughway - Transit = Frequent Bus and Light Rail Transit - Freight = Main Roadway Routes
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	
Highway Infrastructure Electric Vehicle IJA (HIEV-IJA)	Federal Highway Infrastructure Electric Vehicle funding from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure.
State	General state funds committed to the project normally to support the match requirement against the federal funds.

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
PL	Y130	Highway Infrastructure Electric Vehicle IIA		100.00%	282,000.00	80.00%	225,600.00	20.00%	56,400.00	0.00%	0.00
	PL Totals				100.00%	282,000.00		225,600.00		56,400.00	0.00
PE	Y130	Highway Infrastructure Electric Vehicle IIA		100.00%	1,590,000.00	80.00%	1,272,000.00	20.00%	318,000.00	0.00%	0.00
	PE Totals				100.00%	1,590,000.00		1,272,000.00		318,000.00	0.00
CN	Y130	Highway Infrastructure Electric Vehicle IIA		100.00%	3,510,000.00	80.00%	2,808,000.00	20.00%	702,000.00	0.00%	0.00
	CN Totals				100.00%	3,510,000.00		2,808,000.00		702,000.00	0.00
Grand Totals					5,382,000.00		4,305,600.00		1,076,400.00		0.00



Oregon

Kate Brown, Governor

Oregon Transportation Commission

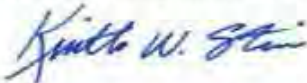
Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item L – NEVI Update

Requested Action:

Receive an update from the Policy Data and Analysis Division Administrator Amanda Pietz and ODOT Climate Office on the OTC's \$100 million commitment to electric vehicle (EV) charging with a focus on Oregon's Plan for the federal Infrastructure Investments and Jobs Act (IIJA) National Electric Vehicle Infrastructure (NEVI) program.

Background:

ODOT is the convening state agency on transportation electrification and leads electric vehicle charging infrastructure work. Following the IIJA investment in EV charging infrastructure nationwide, the OTC committed to \$100 million for EV charging infrastructure across the state. This allows ODOT to execute findings from the Transportation Electrification Infrastructure Needs Assessment (TEINA, June 2021) and its deployment strategy.

National Electric Vehicle Infrastructure (NEVI)

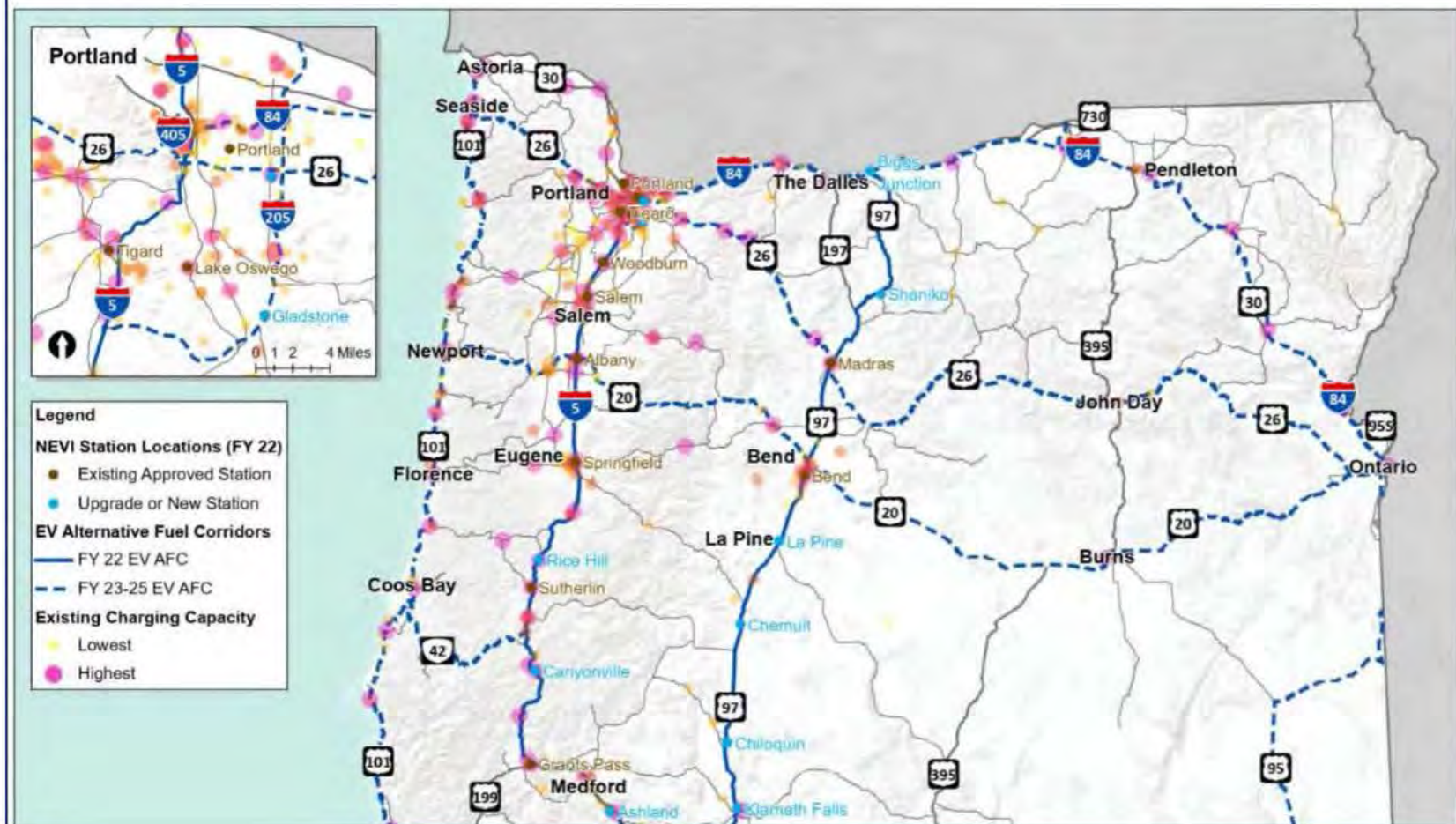
ODOT submitted Oregon's NEVI Plan in late July, and it is currently under review by the federal Joint Office of Energy and Transportation. Approval of the Plan is expected later this month.

Once approved, ODOT will receive \$52 million in NEVI funding over five years that must be deployed on Oregon's eleven EV Alternative Fuel Corridors (see map). Funding match requirements (20 percent) for these dollars bring the investment total to \$65 million.

Oregon National Electric Vehicle Infrastructure Plan

July 2022

Figure 26: Existing Charging Capacity and Planned NEVI Stations



2021-2026 MTIP Formal Amendment - Exhibit A**November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV**

Summary Reason for Change: The new ADA curb and ramps design project with OTC approval is being added to the 2021-26 MTIP project



Metro
2021-26 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:	Other	ODOT Key:	22978
Project Name:			Fiscal Constraint Cat:	Planning	MTIP ID:	New - TBD
Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1	3		ODOT Type	ADA	Status:	2
			Performance Goal:	Safety	Comp Date:	12/31/2025
Project Status:			Capacity Enhancing:	No	RTP ID:	12095
2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	11/1/2022	TCM:	No
			30 Day Notice End:	12/1/2022	TSMO Award	No
			Funding Source	ODOT	TSMO Cycle	N/A
			Funding Type:	St STBG	RFFA ID:	N/A
			State Highway Route	Various	RFFA Cycle:	No
			Mile Post Begin:	Various	UPWP:	No
			Mile Post End:	Various	UPWP Cycle:	N/A
			Length:	Various	Past Amend:	0
Short Description:			Flex Transfer to FTA	No	Council Appr:	Yes
Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.			FTA Conversion Code:	N/A	Council Date:	12/10/2022
			1st Year Program'd:	2023	OTC Approval:	Yes
			Years Active:	0	OTC Date	9/13/2022
			STIP Amend #:	21-24-2746	MTIP #:	NV23-03-NOV

Detailed Description: Across the Portland Metro region on Routes OR8, OR47, OR10, OR 43, OR99W, OR99E, OR213, US30, US26, I-5, I-84, I-205, and I-405, complete PE design requirements for future selected ADA compliant curb and ramp upgrade site locations

STIP Description: Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
State STBG	Y240	2023		\$ 17,587,080				\$ 17,587,080
								\$ -
								\$ -
Note: State STBG originates from the IIJA.							Federal Totals:	\$ 17,587,080
State Funds								
State	Match	2023		\$ 2,012,920				\$ 2,012,920
								\$ -
								\$ -
							State Total:	\$ 2,012,920
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 19,600,000	\$ -	\$ -	\$ -	\$ 19,600,000
Total Project Cost Estimate (all phases):							\$	\$ 19,600,000
Year of Expenditure Cost Amount:							\$	\$ 19,600,000

Programming Summary Details

Why project is short programmed: The project is only programming the PE phase. Once the projects are identified and designed, they will be added as separate projects based on funding, routes, locations, etc. with only their implementation phases (ROW, UR, and construction) to reflect project delivery efforts/

Phase Change Amount:	\$ -	\$ 19,600,000	\$ -	\$ -	\$ -	\$ 19,600,000
Phase Change Percent:	0%	100%	0%	0%	0%	100%
Revised Match Federal:	Not Applicable	\$ 2,012,920	N/A	N/A	N/A	\$ 2,012,920
Revised Match Percent:	Not Applicable	10.27%	N/A	N/A	N/A	10.27%

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 adds the new PE phase approved project per OTC approval on 9/13/2022.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Route design site locations
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? November 1, 2022 to December 1, 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? Any significant comments or numbers of comments were forwarded to Metro communication staff.
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Not for the PE phase. Once specific projects are identified and implementation begins, then the performance measurement of Safety will apply.
2A	Does the amendment include fiscal updates? Yes, the approval of State STBG funds for the project
2B	What is the funding source for the project? ODOT, State STBG from the IIJA
2C	Was the Proof-of Funding requirement satisfied and how? OTC approval on 9/13/2022 committing the funding to the project.
2D	Was overall fiscal constraint satisfactorily 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, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
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
4	What RTP Goal does the project support? Goal 5 - Transportation Safety, 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? Not for the PE phase
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? 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? Yes, various identifications because on the multiple routes and site locations,
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)?
2B	What is the Metro modeling designation? Not applicable as the project is considered a planning project with only PE being programmed.
3	Is the project designated as a Transportation Control Measure (TCM)? No

4 Is the project location identified on a Congestion Management Plan route? Not applicable

Fund Type Codes References

State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	19,600,000.00	89.73%	17,587,080.00	10.27%	2,012,920.00	0.00%	0.00
	PE Totals			100.00%	19,600,000.00		17,587,080.00		2,012,920.00		0.00
	Grand Totals				19,600,000.00		17,587,080.00		2,012,920.00		0.00

Routes and Site Locations for ADA Design

Route	Highway	Begin MP	End MP	Ramps
OR8	029 Tualatin Valley	0.27	17.88	2760
OR47	029 Tualatin Valley	18.02	19.96	
OR10	040 Beaverton - Hillsdale	0.97	3.40	
OR10	142 Farmington	5.88	7.37	
OR99W	091 Pacific Highway West	1.31	16.67	
US30	092 Lower Columbia River	0.56	18.37	
OR213	068 Cascade Hwy North	0.06	9.40	
US30	100 Historic Columbia River	30.41	31.28	
		49.07	50.98	
		2.55	6.77	
US26	026 Mt. Hood	-0.13	73.97	
US26	047 Sunset	1.40	74.05	
OR281	281 Hood River	16.77	16.92	
OR282	282 Odell	2.05	2.64	
OR43	003 Oswego	0.01	11.55	
OR99E	081 Pacific Hwy East	1.45	13.64	
I-5	001 Pacific	282.71	308.31	
I-405	061 Stadium Freeway	0.98	4.26	
I-205	064 East Portland Freeway	3.25	25.79	
I-84	002 Columbia River	0.41	64.02	

Attachment 1: ADA Program Update



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022**TO:** Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director**SUBJECT:** **Agenda Item F** – Americans with Disabilities Act (ADA) Program Update and Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to allocate ADA STIP Program funds to projects.**Requested Action:**

Receive an update on efforts to deliver compliant ADA curb ramps on or along the ODOT Highway system, current challenges, and the program funding plan. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add and modify projects by advancing funding from the 2024-2027 STIP.

Agenda Item F: Attachment 02

Attachment 1: ADA Program Update

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 characters)
22560	5	Umatilla County curb ramps (pendleton) Phase 2	-0.7	2.9		RW, CN	ADA	SW ADA TRANSITION, BIKE/PED, SWIP	\$ 3,741,200.00	\$10,995,000.00	\$ 7,253,800.00	Add the Right of Way and Construction phase estimates. New funding totals are \$7,995,000 ADA, \$2,500,000 Ped/Bike Strategic advanced from the 24-27 STIP, and \$500,000 SWIP.
22561	5	Umatilla/Morrow County curb ramps phase	0.04	184.2		RW, CN	ADA	SW ADA TRANSITION	\$ 6,153,900.00	\$21,237,040.00	\$ 15,083,140.00	Add the Right of Way and Construction phase estimates.
	1	Region 1 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$19,600,000.00	\$ 19,600,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.

2021-2026 MTIP Formal Amendment - Exhibit A

November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV

Summary Reason for Change: The project scope is being expanded resulting in a limits change and a cost increase.



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

MTIP Entry
SCOPE CHANGE
 Add approved funds to address
 expanded project scope

Lead Agency:	ODOT		Project Type:	Highway		ODOT Key:	22552
Project Name:			Fiscal Constraint Cat:	Other		MTIP ID:	71265
Willamette River: Stormwater Source Control Improvements	4		ODOT Type	Bridge		Status:	4
			Performance Goal:	Climate		Comp Date:	12/31/2026
Project Status:			Capacity Enhancing:	No		RTP ID:	12092
4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).			Conformity Exempt:	Yes		CMP:	Yes
			30 Day Notice Begin:	11/1/2022		TCM:	No
			30 Day Notice End:	12/1/2022		TSMO Award	No
			Funding Source	ODOT		TSMO Cycle	N/A
	Route		Funding Type:	IIJA		RFFA ID:	N/A
	US30		State Highway Route	US30BY		RFFA Cycle:	No
	6.91		Mile Post Begin:	0.80		UPWP:	No
	1.95						
	6.93		Mile Post End:	0.80		UPWP Cycle:	N/A
	9.20						
	0.02		Length:	0.00		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
	I-405		FTA Conversion Code:	N/A		Council Date:	12/8/2022
	0.00		1st Year Program'd:	2022		OTC Approval:	Yes
	0.00		Years Active:	2		OTC Date	11/17/2022
	0.00		STIP Amend #: 21-24-2771			MTIP Amnd #: NV23-03-NOV	

Detailed Description:

In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between ~~6.91 to 6.93~~, **MP 1.95 to MP 9.20** and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)

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

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

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
AC-STBGS	ACP0	2022	-	\$ 2,153,520				\$ -
State STBG - IIJA	Y240	2022		\$ 5,787,612				\$ 5,787,612
AC-STBGS	ACP0	2023			\$ 1,794,600			\$ -
State STBG - IIJA	Y240	2023			\$ 4,946,429			\$ 4,946,429
								\$ -
Federal Totals:							\$	10,734,041
State Funds								
State	Match	2022		\$ 246,480				\$ -
State	Match	2022		\$ 662,418				\$ 662,418
State	Match	2023			\$ 205,400			\$ -
State	Match	2023			\$ 566,141			\$ 566,141
								\$ -
State Total:							\$	1,228,559
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$ 2,400,000	\$ 2,000,000	\$ -	\$ -	\$ 4,400,000	
Phase Totals After Amend:	\$	-	\$ 6,450,030	\$ 5,512,570	\$ -	\$ -	\$ 11,962,600	
Total Project Cost Estimate (all phases):							\$	11,962,600
Year of Expenditure Cost Amount:							\$	11,962,600

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 4,050,030	\$ 3,512,570	\$ -	\$ -	\$ 7,562,600
Phase Change Percent:	0%	169%	176%	0%	0%	172%
Revised Match Federal:	\$ -	\$ 662,418	\$ 566,141	\$ -	\$ -	\$ 1,228,559
Revised Match Percent:	N/A	10.27%	10.27%	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 6,450,030				Federal Aid ID
Federal Funds Obligated:		\$ 5,787,612				SA00(048)
Initial Obligation Date:		4/12/2022				Other Notes
EA Number:		PE003390				
EA Start Date:		4/12/2022				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

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 provides approved funding for the added site locations along US30 that will be included now in the project. Approved funding is from the Bridge program. The scope adjustment results in a cost increase from \$4,400,000 to \$11,962,600 which is well above the 20% threshold for cost changes. OTC approval was required and occurred at their November 17, 2022 meeting.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report (CMR), STIP Impacts Worksheet, draft OTC Staff Report item, and 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? November 1, 2022 to December 1, 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? A summary log and review evaluation will be included if a sufficient amount of comments are received impacting the amendment.
6	Added clarifying notes: Only Design and ROW phase added at this time to the current approved STIP.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, RTP PM = Climate
2A	Does the amendment include fiscal updates? Yes. Approved funding from the ODOT Bridge program to address the expanded scope site locations.
2B	What is the funding source for the project? ODOT Bridge Program funding expected to be State STBG from the IJJA
2C	Was the Proof-of Funding requirement satisfied and how? Yes. OTC Staff Report
2D	Was overall fiscal constraint demonstrated? Yes. OTC approval is sufficient.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12092 - Bridge Rehabilitation & Repair
1B	RTP Project Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes Table 2
2B	What is the exception category per the regulation: Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
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? No. Not applicable
4	What RTP Goal does the project support? Goal #6 - Healthy Environment, Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation
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 does not require a special performance measurement evaluation.

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? Yes
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? Yes, - US30 = Other NHS Routes - I-405 = Eisenhower Interstate System - US30BY = MAP 21 Principal Arterials
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? I-405 and US30 = Throughway, US30BY = Major Arterial
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 STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

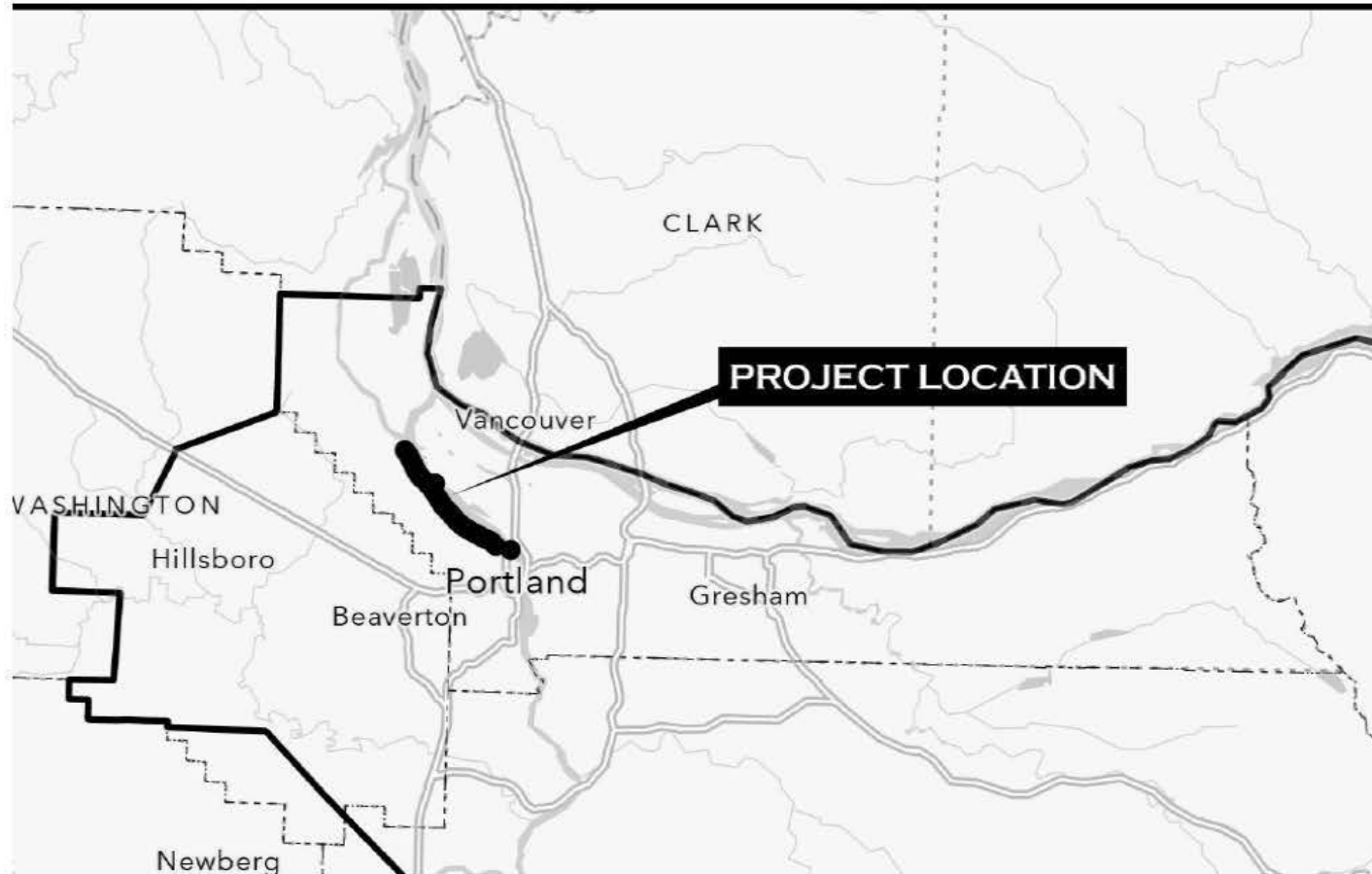
Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	6,450,030.00	89.73%	5,787,611.92	10.27%	662,418.08	0.00%	0.00
	PE Totals			100.00%	6,450,030.00		5,787,611.92		662,418.08		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	5,512,570.00	89.73%	4,946,429.06	10.27%	566,140.94	0.00%	0.00
	RW Totals			100.00%	5,512,570.00		4,946,429.06		566,140.94		0.00
Grand Totals					11,962,600.00		10,734,040.98		1,228,559.02		0.00

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette River: Stormwater source control improvements project from \$4,400,000 to \$11,962,600 for a total increase of \$7,562,600. The increase will be paid for using Portland Harbor funding which is being administered through the Bridge financial plan.

Project to increase funding:

Willamette River: Stormwater source control improvements (K22552)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2022	\$2,400,000.00	\$6,450,030
Right of Way	2023	\$2,000,000	\$5,512,570
Utility Relocation	N/A	\$0	\$0
Other	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTAL		\$4,400,000	\$11,962,600



2021-2026 MTIP Formal Amendment - Exhibit A**November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV**

Summary Reason for Change: The amendment increases the construction phase funding based on the revised phase cost estimate.



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

MTIP Update Entry
COST INCREASE
 Add IJA STBG to the Cons phase to
 address a funding shortfall

Lead Agency:	ODOT		Project Type:	Highway	ODOT Key:	22431
Project Name:		5	Fiscal Constraint Cat:	O&M	MTIP ID:	71247
OR141/OR217 Curb Ramps			ODOT Type	ADAP	Status:	4
Project Status:			Performance Goal:	Safety	Comp Date:	12/31/2027
4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).			Capacity Enhancing:	No	RTP ID:	12095
			Conformity Exempt:	Yes	CMP:	Yes
			30 Day Notice Begin:	11/1/2022	TCM:	No
			30 Day Notice End:	12/1/2022	TSMO Award	No
			Funding Source	ODOT	TSMO Cycle	N/A
			Funding Type:	St STBG	RFFA ID:	N/A
			State Highway Route	OR141	RFFA Cycle:	No
			Mile Post Begin:	4.97	UPWP:	No
			Mile Post End:	7.07	UPWP Cycle:	N/A
			Length:	2.10	Past Amend:	3
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	12/8/2022
			1st Year Program'd:	2021	OTC Approval:	Yes
			Years Active:	3	OTC Date	9/13/2022
			STIP Amend #: 21-24-2821		MTIP Amnd #: NV23-03-NOV	

Detailed Description:

On OR 141 (Hall Blvd at two location between MP 4.97 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: Formal - COST INCREASE - June 2022 - JN22-13-JUN1 - Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Z24E	2021		\$ 851,830				\$ 851,830
State STBG-IIJA	Y240	2021		\$ 1,279,257				\$ 1,279,257
AC-STBGS	ACP0	2023			\$ 748,348			\$ -
STATE STBG	Z240	2023			\$ 748,348			\$ 748,348
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ -
State STBG - IIJA	Y240	2024					\$ 3,866,715	\$ 3,866,715
							Federal Totals:	\$ 6,746,150
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State	Match	2021		\$ 146,417				\$ 146,417
State	Match	2023			\$ 85,652			\$ 85,652
State	Match	2024					\$ 149,254	\$ -
State	Match	2024					\$ 442,563	\$ 442,563
							State Total:	\$ 772,128
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 1,453,297	\$ 4,662,297
Phase Totals After Amend:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 4,309,278	\$ 7,518,278
Total Project Cost Estimate (all phases):							\$	7,518,278
Year of Expenditure Cost Amount:							\$	7,518,278

Programming Summary Details

Is the project is short programmed? No

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 2,855,981	\$ 2,855,981
Phase Change Percent:	0%	0%	0%	0%	197%	61.3%
Revised Match Federal:	\$ -	\$ 243,913	\$ 85,652	\$ -	\$ 442,563	\$ 772,128
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 2,375,000				Federal Aid ID
Federal Funds Obligated:		\$ 2,131,087				SA00(448)
Initial Obligation Date:		8/31/2021				Other Notes Cost increase exceeds 30% threshold
EA Number:		PE003333				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

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 addresses a construction phase funding shortfall by adding OTC approved IJJA funds. OTC approval occurred on 9/13/2022. The cost increase equals 61% which is well above the 30% threshold for administrative cost changes. This triggers the need for the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, plus OTC September ADA 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? November 1, 2022 to December 1, 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? Generally, no comments were submitted, but if any were and raise significant issues, they are forward to Metro Communications staff and Council office for further review.

6	Added clarifying notes: The project is one of many ODOT experiencing significant cost increases due to inflation. There is no scope change driving the cost increase.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes. New funding (State STBG) for the construction phase is being added to the project in support of the revised cost estimate
2B	What is the funding source for the project? ODOT from the new IIJA legislation
2C	Was the Proof-of Funding requirement satisfied and how? Specific funding increase approval through OTC.
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
2B	What is the exception category per the regulation: Table 2 - Sub category of "Safety" - and defined as "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 not capacity enhancing.
4	What RTP Goal does the project support? Goal 5 - Safety - Safety and Security, 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. The project is not capacity enhancing or exceeds \$100 million dollars in cost.

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)? Yes, Motor Vehicle, Transit, Bicycle, and Pedestrian modeling networks
2B	What is the Metro modeling designation? - Motor Vehicle = Minor Arterial - Transit = Frequent Bus - Bicycle = Regional Bikeway - Pedestrian = Pedestrian Parkway
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

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 STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State STBG IIJA	Federal Surface Transportation Block Grant funds originating from the Infrastructure Investment and Jobs Act (IIJA) and appropriated to the State DOT for use on eligible projects.
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	Y	60.03%	1,425,674.00	89.73%	1,279,257.28	10.27%	146,416.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	39.97%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals			100.00%	2,375,000.00		2,131,087.50		243,912.50		0.00
RW	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	834,000.00	89.73%	748,348.20	10.27%	85,651.80	0.00%	0.00
	RW Totals			100.00%	834,000.00		748,348.20		85,651.80		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	4,309,278.00	89.73%	3,866,715.15	10.27%	442,562.85	0.00%	0.00
	CN Totals			100.00%	4,309,278.00		3,866,715.15		442,562.85		0.00
Grand Totals					7,518,278.00		6,746,150.85		772,127.15		0.00



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item F** – Americans with Disabilities Act (ADA) Program Update and Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to allocate ADA STIP Program funds to projects.

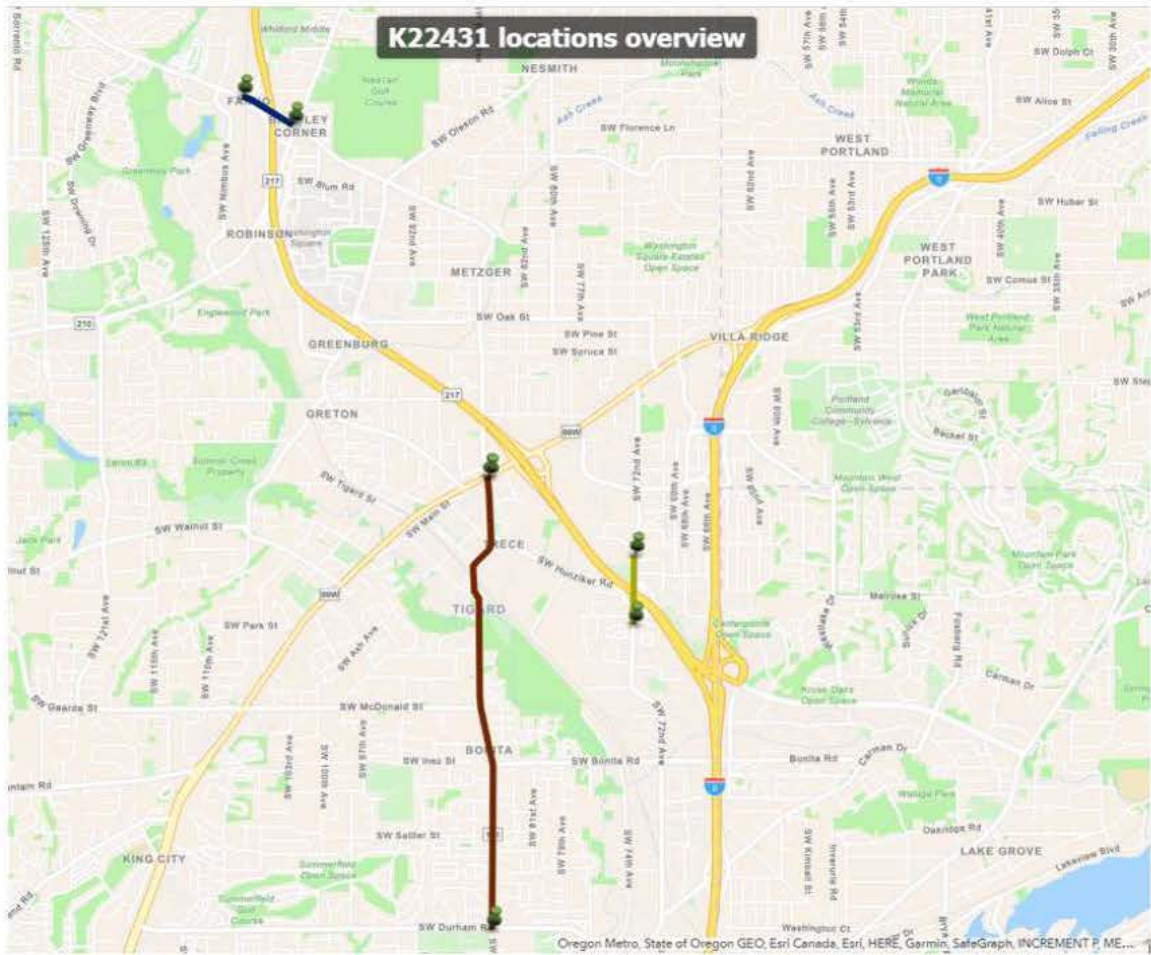
Requested Action:

Receive an update on efforts to deliver compliant ADA curb ramps on or along the ODOT Highway system, current challenges, and the program funding plan. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add and modify projects by advancing funding from the 2024-2027 STIP.

Agenda Item F: Attachment 02

Attachment 1: ADA Program Update

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 characters)
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00	Increase the Construction phase estimate
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00	Increase the Construction phase estimate.
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00	Increase the Construction phase estimate.
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00	Increase the Construction phase estimate.
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00	Increase the Construction phase estimate.
22611	3	OR540 curb ramps: Coos Bay city limits - Boat Basin Rd	4.89	8.49		CN	ADA	SW ADA TRANSITION	\$ -	\$ 1,800,000.00	\$ 1,800,000.00	Add a new child project of K22437.



2021-2026 MTIP Formal Amendment - Exhibit A

November 2022 Formal Amendment for FFY 2023 - Amendment Number NV23-03-NOV

Summary Reason for Change: The formal amendment adds OTC approved funding to address serious funding shortfalls across the project



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

**MTIP Formal Amendment
COST INCREASE**

Add PE, UR, and Cons funding
based on updated cost estimate

Lead Agency: Metro Portland (Portland Parks)			Project Type:	Trail	ODOT Key:	18832
Project Name:		6	Fiscal Constraint Cat:	Capital	MTIP ID:	70774
Willamette Greenway Trail: Columbia Blvd Bridge			ODOT Type	BikePed	Status:	4
			Performance Goal:	Congest	Comp Date:	12/31/2028
			Capacity Enhancing:	No	RTP ID:	11640
Project Status:			Conformity Exempt:	Yes	CMP:	Yes
4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).			30 Day Notice Begin:	11/1/2022	TCM:	No
			30 Day Notice End:	12/1/2022	TSMO Award	No
			Funding Source	ODOT	TSMO Cycle	N/A
			Funding Type:	St STBG	RFFA ID:	N/A
			State Highway Route	N/A	RFFA Cycle:	No
			Mile Post Begin:	N/A	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	5
Short Description:			Flex Transfer to FTA	No	Council Appr:	Yes
Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.			FTA Conversion Code:	N/A	Council Date:	12/8/2022
			1st Year Program'd:	2015	OTC Approval:	Yes
			Years Active:	9	OTC Date	11/17/2022
			STIP Amend #: 21-24-2796		MTIP Amnd #: NV23-03-NOV	

Detailed Description: None ADD --> In northern Portland at Columbia Blvd and Chimney Park, design and construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough (ODOT original funding to Metro Parks)

STIP Description: Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

Last Amendment of Modification: Administrative - November 2022 - AM22-03-NOV1 - Cancel ROW phase and shift funds back to PE

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	M240	2015	-	\$ 448,650				\$ -
State STBG	Z240	2015		\$ 866,102				\$ 866,102
STP-U	M23E	2015		\$ 191,235				\$ 191,235
TAP-U	M3E1	2015		\$ 275,361				\$ 275,361
State STBG	Z240	2024				\$ 265,706		\$ 265,706
State STBG	M240	2024					\$ 1,131,861	\$ -
							Federal Totals:	\$ 1,598,404
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2015	-	\$ 51,350				\$ -
Local (State)	Match	2015		\$ 99,129				\$ 99,129
Local (STP)	Match	2015		\$ 21,888				\$ 21,888
Local (TAP)	Match	2015		\$ 31,516				\$ 31,516
Other	OTH0	2015		\$ 20,000				\$ -
Local (State)	Match	2024				\$ 30,411		\$ 30,411
Other	OTH0	2024				\$ 9,208		\$ 9,208
Local	Match	2024					\$ 129,547	\$ -
Other	OTH0	2025					\$ 830,973	\$ -
Other	OTH0	2025					\$ 5,872,256	\$ 5,872,256
Other funds = local overmatch contribution							Local Total	\$ 6,064,408
Phase Totals Before Amend:			\$ -	\$ 520,000	\$ -	\$ -	\$ 2,092,381	\$ 2,612,381
Phase Totals After Amend:			\$ -	\$ 1,485,231	\$ -	\$ 305,325	\$ 5,872,256	\$ 7,662,812
Total Project Cost Estimate (all phases):							\$	7,662,812
Year of Expenditure Cost Amount:							\$	7,662,812

Programming Summary Details

Is the project is short programmed: Possibly. The project is one of three Willamette Greenway segment trail improvement projects. The Columbia Blvd to Cathedral Park segment received a 2025-27 RFFA which a portion may be transferred and applied to this project if needed. The amendment actions enable the PE to be completed. The project costs for this and the two other segments will then be updated. Through the new 2024-27 MTIP and STIP, required revisions and updates to the project phase costs will then occur.

Phase Change Amount:	\$ -	\$ 965,231	\$ -	\$ 305,325	\$ 3,779,875	\$ 5,050,431
Phase Change Percent:	0%	185.6%	0%	100%	180.6%	193.3%
Revised Match Federal:	\$ -	\$ 152,533	\$ -	\$ 30,411	\$ -	\$ 182,944
Revised Match Percent:	N/A	10.27%	N/A	10.27%	0%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 1,485,231				Federal Aid ID
Federal Funds Obligated:		\$ 1,332,698				0000(255)
Initial Obligation Date:		9/15/2016				Other Notes
EA Number:		PE002725				Three total Greenway segments: 1. Columbia Bridge 2. Columbia to Cathedral Park 3. Kelly Pt to North Slough
EA Start Date:		9/15/2016				
EA End Date:		12/31/2025				
Known Expenditures:		Not Available				

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 adds required funding to address serious funding shortfalls to PE, UR, and Construction. The additional funds required OTC approval which occurred during their November 2022 meeting. The Willamette Greenway-Columbia Bridge segment is one of 3 Greenway trail segments that will be completed by Metro Parks and Portland Parks. The current amendment enables the PE phase to continue and be completed without additional delays. The Columbia Blvd to Cathedral Park segment received a RFFA award through the recent 2025-27 RFFA project funding call. Depending on the outcome of the PE phases for the Columbia Bridge and Columbia to Cathedral Park segment, a portion of the Columbia/Cathedral Park RFFA funding may be transferred to the Columbia Bridge segment if needed. Further programming updates will occur through the new 2024-27 MTIP once approved. The lead agency for the project also is being changed from Metro Parks to Portland Parks.

4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Change Request, project location maps, RFFA funded segment description, pus draft OTC staff report.
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? 11/1/2022 to 12/1/2022
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? Any applicable or significant comments will be sent onto to Metro Communications staff for their review, evaluation, and response.
6	Added clarifying notes: The amendment is proceeding concurrent with the OTC action. No OTC approval issues are expected.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Congestion Reduction and potentially Climate
2A	Does the amendment include fiscal updates? Yes, ODOT is committing additional funding to the project as well as Metro Parks
2B	What is the funding source for the project? ODOT and metro Parks funds
2C	Was the Proof-of Funding requirement satisfied and how? Approval by OTC
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11640 - North Portland Greenway Segment 1
1B	RTP Project Description: Construct the North Slough Bridge to fill the last remaining gap in Segment 1 of the N Portland Greenway Trail.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
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
4	What RTP Goal does the project support? Goal #3 - Transportation Choices, Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks
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 and greater than \$100 million cost.

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)? Yes - Ped and Bicycle networks
	What is the Metro modeling designation?
	- Bicycle = Yes: Bicycle Parkway
2B	- Pedestrian Model = Yes: Pedestrian Parkway
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

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
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
TA-U or TAP-U	Federal Transportation Alternatives funds. TA funds are appropriated to ODOT and then under a formula allocated to the MPOs. The funds are a subset of STBG and designed for eligible transportation enhancements such as median landscaping, construction of commuter trails, etc.

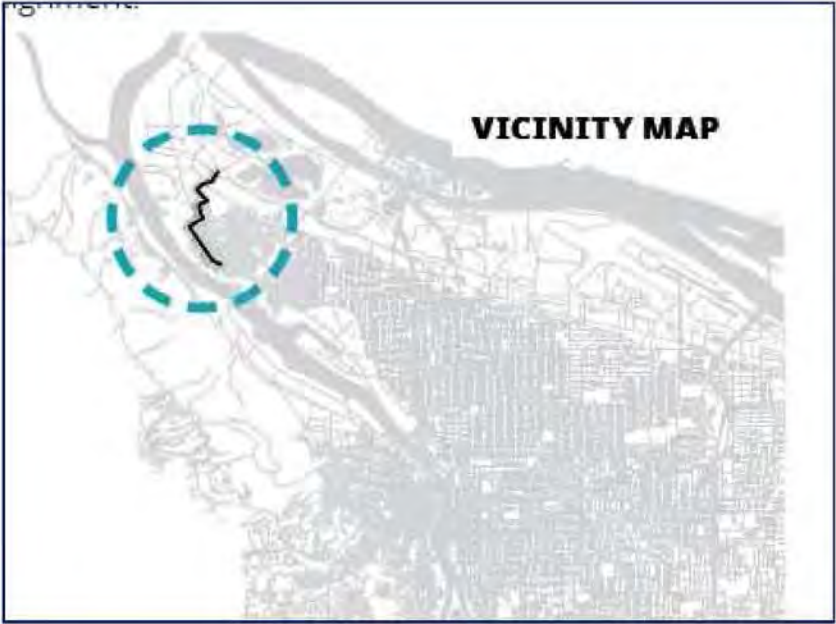
Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	M23E	STP-URBANIZED>200K MAP-21 EXT		14.35%	213,122.26	89.73%	191,234.60	0.00%	0.00	10.27%	21,887.66
	M3E1	TAP >200K MAP-21 EXT		20.66%	306,877.74	89.73%	275,361.40	0.00%	0.00	10.27%	31,516.34
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		64.99%	965,231.00	89.73%	866,101.78	0.00%	0.00	10.27%	99,129.22
	PE Totals			100.00%	1,485,231.00		1,332,697.78		0.00		152,533.22
RW	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	OTH0	OTHER THAN STATE OR		3.02%	9,208.00	0.00%	0.00	0.00%	0.00	100.00%	9,208.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		96.98%	296,117.00	89.73%	265,705.78	0.00%	0.00	10.27%	30,411.22
	UR Totals			100.00%	305,325.00		265,705.78		0.00		39,619.22
CN	OTH0	OTHER THAN STATE OR		100.00%	5,872,256.00	0.00%	0.00	0.00%	0.00	100.00%	5,872,256.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	5,872,256.00		0.00		0.00		5,872,256.00
Grand Totals					7,662,812.00		1,598,403.56		0.00		6,064,408.44



Requested Action:
Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette Greenway Trail: Columbia Blvd Bridge project from \$2,612,381 to \$7,662,812 for a total increase of \$5,010,431. The increase will be paid for using City of Portland Parks and Rec and Metro Parks funding.

Project to increase funding:

Willamette Greenway Trail: Columbia Blvd Bridge (K18832)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2016	\$520,000	\$1,485,231
Utility Relocation	2024	\$0	\$305,325
Construction	2024	\$2,092,381	\$5,872,256
TOTAL		\$2,612,381	7,662,812





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: November 22, 2022
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November FFY 2023 MTIP Formal Amendment & Resolution 22-5291 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING THREE NEW AND AMENDING THREE EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO MEET REQUIRED FEDERAL HIGHWAYS ADMINISTRATION OBLIGATION OR DELIVERY APPROVAL STEPS

BACKGROUND

What This Is:

The November FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The November amendment bundle contains a total of six projects. They include:

- Adding two new ODOT projects that will begin the deployment of the National Electric Vehicle Infrastructure (NEVI) fast charging stations in Oregon along I-205 from I-5 to the Abernathy Bridge
- Adding ODOT's new American Disabilities Act (ADA) curb and ramp design project, phase 1 for FFY 2024-27.
- Completing a scope adjustment adding site locations as part of the project to ODOT's Willamette Stormwater Source Control Improvements project
- Adding funding to address cost increases to ODOT's OR141 ADA Curb and Ramp improvement project and Metro Parks/Portland Parks Willamette Greenway Columbia Blvd Bridge project

What is the requested action?

TPAC received their official notification on November 4, 2022, and provided an approval recommendation to Resolution 22-5291 with one modification. The modification concerns correcting Key 22738's project name and description per ODOT's request that originates from the STIP OTC item. The OTC item erroneously included the project limits from **I-5 to the Abernathy Bridge** instead of the correct limits being **I-5 to the Glenn Jackson Bridge**. Metro staff concurs with ODOT's request as the correction is a technical correction to a typo in the STIP OTC item and not a scope change. Metro staff have corrected the amendment materials for JPACT and supports TPAC's approval recommendation with Modification #1 for JPACT to approve Resolution 22-5291 consisting of six amended projects enabling federal reviews and fund obligations to then occur.

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

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: NOVEMBER 22, 2022

November#1 FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: NV23-03-NOV – Modification #1 Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22738 MTIP ID NEW-TBD (New Project)	ODOT	I-205: From I-5 to the Abernethy Bridge Glenn Jackson Bridge (Note: Project limits are corrected per ODOT's request)	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Abernethy Bridge Glenn Jackson Bridge , to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon The above correction represents Modification #1 to the November FFY 2023 Formal Amendment bundle	<u>ADD NEW PROJECT:</u> Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure
(#2) ODOT Key # 22740 MTIP ID NEW-TBD (New Project)	ODOT	I-84: From I-5 to the Idaho Border	Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon	<u>ADD NEW PROJECT:</u> Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure
(#3) ODOT Key # 22978 MTIP ID NEW - TBD (New Project)	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's new ADA Design project covering planned ADA cur and ramp improvements during FFY 2024-2027
(#4) ODOT Key # 22552 MTIP ID: 71265	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St.	<u>SCOPE CHANGE:</u> The formal amendment provides approved funding for the 30 added site locations along US30 that will be included now in the

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: NOVEMBER 22, 2022

			Johns Bridge including surrounding areas	project. Approved funding is from the Bridge program.
(#5) ODOT Key # 22431 MTIP ID: 71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> The formal amendment addresses a construction phase funding shortfall by adding OTC approved IJA funds.
(#6) ODOT Key # 18832 MTIP ID: 71191	Metro (Metro Parks) Portland (Portland Parks)	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.	<u>COST INCREASE:</u> The formal amendment adds funding to address significant phase funding shortfalls to PE, UR, and Construction

AMENDMENT BUNDLE SUMMARY:

A total of six projects are included in the November FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number NV23-03-NOV. All projects completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on November 1, 2022 and closed on December 1, 2022.

Required project changes may occur two ways: As administrative modifications, or as formal/full MTIP amendments. FHWA, FTA, ODOT, and the MPOs have develop an approved Amendment Matrix that provides the thresholds for administrative changes. When the project change exceeds the administrative threshold, a formal/full is required. The projects included in the November MTIP Formal Amendment bundle require a formal/full amendment due to the following reasons:

- The change resulted in adding the project to the MTIP. Adding a new project to the MTIP automatically requires the completion of a formal/full amendment. This requirement applied to three projects in the bundle.
- The change updated project costs. The net change to the project cost resulted in the following:
 - Were above the 30% cost change threshold limit 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.
- The required changes significantly impact the existing project's scope and limits which triggered the need for the formal/full amendment and a review that the project is still consistent with the RTP.

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 22, 2022

JPACT Meeting Summary:

JPACT met on November 17, 2022. The November FFY 2023 Formal MTIP Amendment was included as a consent item on the agenda. JPACT members passed the consent calendar including the formal MTIP amendment without discussion.

TPAC Meeting Summary:

TPAC received their notification and overview of the November FFY 2023 Formal MTIP Amendment bundle at their November 4, 2022 meeting. Metro staff presented a short overview of each project in the bundle and addressed the review actions completed to process the formal amendment. Staff provided a recommendation to TPAC to provide JPACT an approval recommendation to Resolution 22-5291. After the presentation TPAC members raised a couple of questions about a few of the projects and the funding involved, plus the impact of the investment occurring to the regional transportation system. Several members were curious about ODOT's Nation Electric Vehicle Infrastructure (NEVI) two new projects. Chris Ford, ODOT provided a few more details about the projects and the large goals identified in the NEVI plan. Chris also pointed out the minor discrepancy involving the I-205 NEVI project and the project limits. He clarified that the STIP materials had an error for the project and the correct project limits should be I-5 to the Glenn Jackson Bridge. Ken Lobeck, Metro staff stated the MTIP amendment materials would be corrected for JPACT and Council as part of the public comment process. With no further discussion about the amendment bundle, TPAC voted unanimously to provide JPACT an approval recommendation for Resolution 22-5291 containing the six projects.

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

Project #1 Key 22738	I-205: From I-5 to the Abernathy Bridge Glenn Jackson Bridge (Add New Project) Lead Agency: ODOT
<u>Project Description:</u> Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Abernathy Bridge Glenn Jackson Bridge, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 22738 • MTIP ID#: TBD – New Project • RTP ID: 11584 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: Yes. Approval occurred during their September 2022 meeting which committed IIJA funds for the project. A total of \$1,936,000 is approved for the project. • Performance Measurements applicable: Yes, Climate. • 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

Key 22738 is a new ODOT projects which will initiate the deployment of National Electric Vehicle Infrastructure (NEVI) along I-205 (from I-5 to the Glenn Jackson Bridge) which includes the construction of fast chargers for electric vehicle drivers. The project is one segment of multiple segments to the larger NEVI deployment effort occurring on other state highways.



Per the OTC Staff Report item:

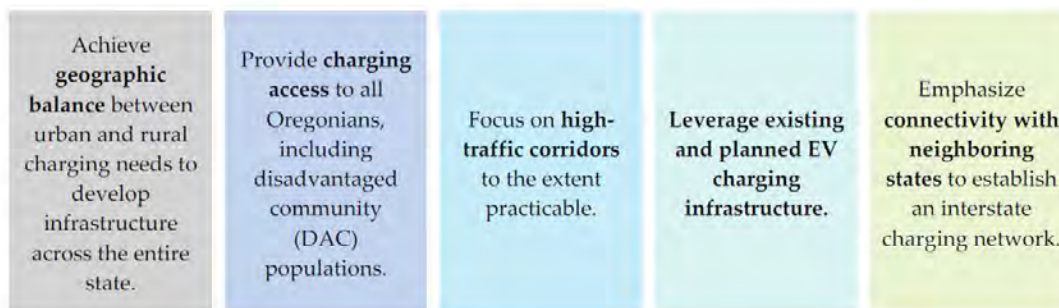
“ODOT is the convening state agency on transportation electrification and leads electric vehicle charging infrastructure work. Following the IIJA investment in EV charging infrastructure nationwide, the OTC committed to \$100 million for EV charging infrastructure across the state. This allows ODOT to execute findings from the Transportation Electrification Infrastructure Needs Assessment (TEINA, June 2021) and its deployment strategy.

ODOT submitted Oregon’s NEVI Plan in late July, and it is currently under review by the federal Joint Office of Energy and Transportation. Once approved, ODOT will receive \$52 million in NEVI funding over five years that must be deployed on Oregon’s eleven EV Alternative Fuel Corridors (see map). Funding match requirements (20 percent) for these dollars bring the investment total to \$65 million.

Oregon was required to develop a five-year EV charging statewide plan (the NEVI state plan) by working with state agencies, the public, businesses, rural communities, tribes, utilities, and others to receive NEVI federal funds (due August 1st, submitted July 15th). Oregon’s NEVI Plan includes the vision and goals for the expenditure of these funds; overall deployment strategy including contracting, corridors and funding; equitable engagement and delivery; and implementation plans”.

Guiding Principles

ODOT’s charging infrastructure deployment strategy is based on several guiding principles, which align with the goals articulated in both TEINA and the NEVI program. With NEVI funding, ODOT aims to:



See attachment 1 for further discussion within the OTC Staff Report item. Additional NEVI program details can be found on ODOT’s website at the following:

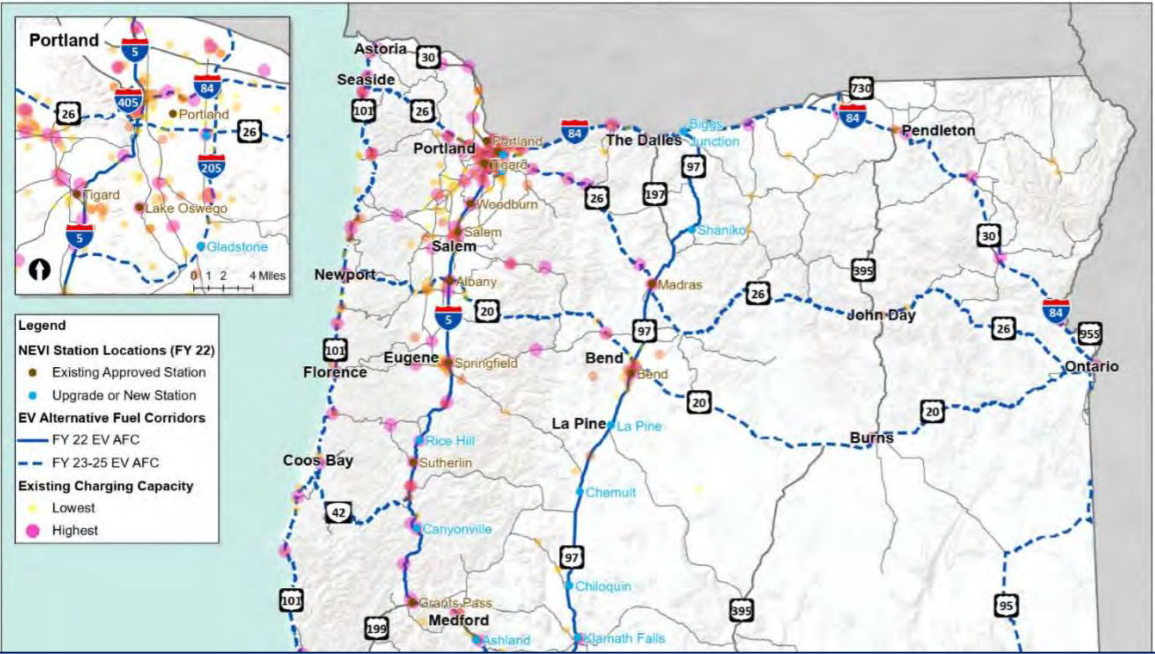
<https://www.oregon.gov/odot/climate/pages/nevi.aspx>

2 Attachments included:

1. OTC Staff Report – NEVI Update
2. NEVI Plan Executive Summary

Support Item(s): Location Maps

Figure 26: Existing Charging Capacity and Planned NEVI Stations



Project #2
Key
22740 **I-84: From I-5 to the Idaho Border**
(Add New Project)
Lead Agency: ODOT

Project Description:

Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- ODOT Key Number: **22740**
- MTIP ID#: TBD – New Project
- RTP ID: 11584
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: Yes. Approval occurred during their September 2022 meeting which committed IIJA funds for the project. A total of \$5,382,000 is approved for the project.
- Performance Measurements applicable: Yes, Climate.
- 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

Key 22740 is a new ODOT projects which will initiate the deployment of National Electric Vehicle Infrastructure (NEVI) along the I-84 which includes the construction of fast chargers for electric vehicle drivers. The project is one segment of multiple segments to the larger NEVI deployment effort occurring on other state highways.



Per the OTC Staff Report item:

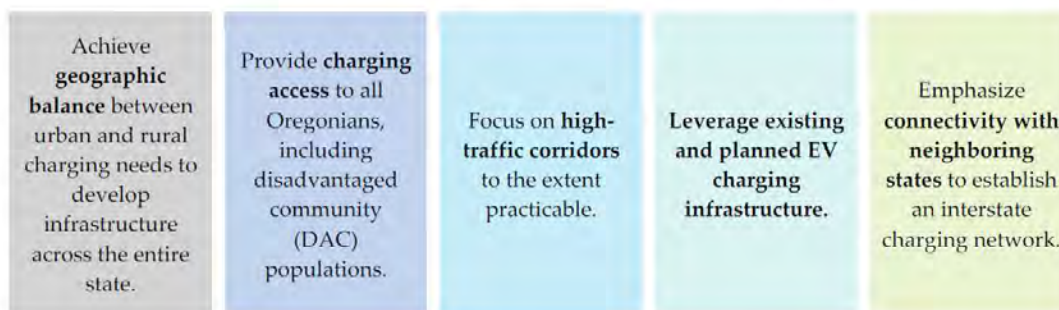
“ODOT is the convening state agency on transportation electrification and leads electric vehicle charging infrastructure work. Following the IIJA investment in EV charging infrastructure nationwide, the OTC committed to \$100 million for EV charging infrastructure across the state. This allows ODOT to execute findings from the Transportation Electrification Infrastructure Needs Assessment (TEINA, June 2021) and its deployment strategy.

ODOT submitted Oregon’s NEVI Plan in late July, and it is currently under review by the federal Joint Office of Energy and Transportation. Once approved, ODOT will receive \$52 million in NEVI funding over five years that must be deployed on Oregon’s eleven EV Alternative Fuel Corridors (see map). Funding match requirements (20 percent) for these dollars bring the investment total to \$65 million.

Oregon was required to develop a five-year EV charging statewide plan (the NEVI state plan) by working with state agencies, the public, businesses, rural communities, tribes, utilities, and others to receive NEVI federal funds (due August 1st, submitted July 15th). Oregon’s NEVI Plan includes the vision and goals for the expenditure of these funds; overall deployment strategy including contracting, corridors and funding; equitable engagement and delivery; and implementation plans”.

Guiding Principles

ODOT’s charging infrastructure deployment strategy is based on several guiding principles, which align with the goals articulated in both TEINA and the NEVI program. With NEVI funding, ODOT aims to:



See attachment 1 for further discussion within the OTC Staff Report item. Additional NEVI program details can be found on ODOT’s website at the following:

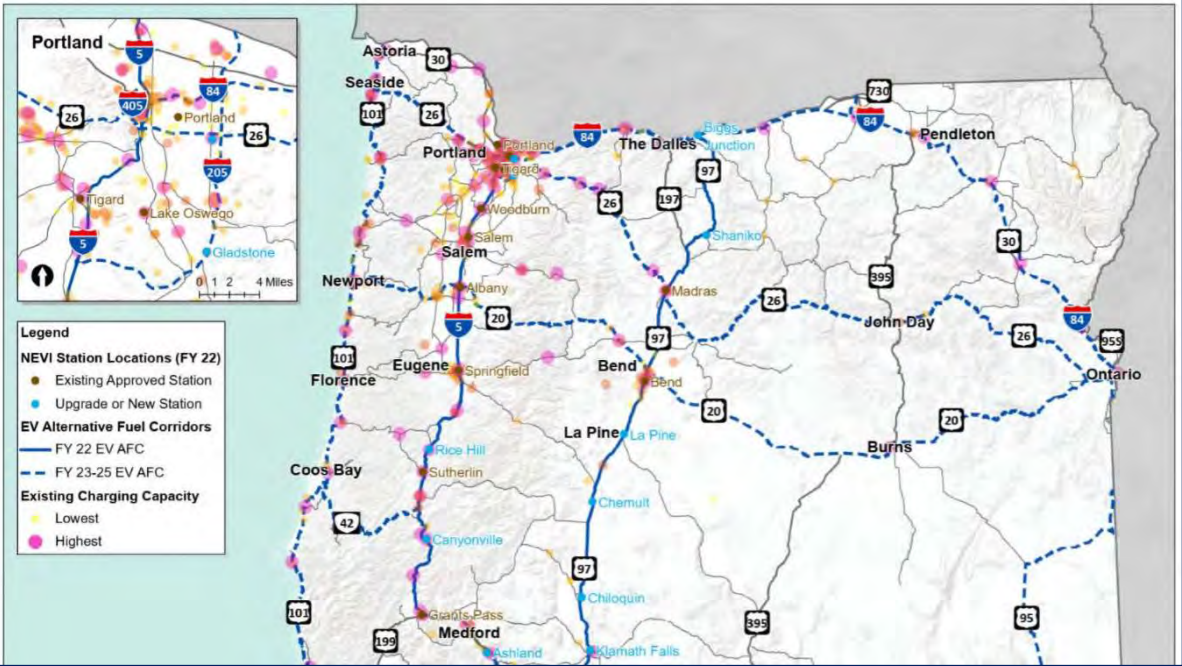
<https://www.oregon.gov/odot/climate/pages/nevi.aspx>

2 Attachments included:

1. OTC Staff Report – NEVI Update
2. NEVI Plan Executive Summary

Support Item(s): Location Maps

Figure 26: Existing Charging Capacity and Planned NEVI Stations



Project #3 Key 22978	Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 (Add New Project) Lead Agency: ODOT
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Project Description:
Across the Portland Metro region on Routes OR8, OR47, OR10, OR 43, OR99W, OR99E, OR213, US30, US26, I-5, I-84, I-205, and I-405, complete PE design requirements for future selected ADA compliant curb and ramp upgrade site locations

- Identifications/Key Consistency Check Areas:
- Lead Agency: ODOT
 - ODOT Key Number: **22978**
 - MTIP ID#: New - TBD
 - RTP ID: 12095
 - Proof-of Funding/Fiscal Constraint Demonstrated: Yes
 - Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
 - OTC approval required: Yes. Approval occurred at their September 2022 meeting. A total of \$19,600,000 has been approved for the project.
 - Performance Measurements applicable: Indirectly, 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 November FFY 2023 Formal MTIP Amendment adds the new ADA design phase project to the MTIP. The project will cover ADA Preliminary Engineering/design requirement for future projects to be implemented between during 2025 and 2026.

Form the OTC Staff Report Item: ADA Update:

“To achieve ODOT’s goal of providing better, more equitable pedestrian access, ODOT developed an ADA Ramp Plan with a defined schedule for upgrading noncompliant ramps to be ADA compliant. ODOT also created the ADA Program Unit (Program) to focus the agency efforts on the ADA Ramp Plan, comply with the Settlement Agreement, and meet the intent of the Federal ADA legislation. The Program manages the funding of multiple STIP projects in each STIP cycle to replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction.

The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. This effort is further divided into three 5-year time periods. In the first 5 years of the Ramp Plan, the Program created and funded projects intended to achieve 30% of the inventory (7,779 ramps) by December 2022. Each subsequent 5-year period has its own ramp target as shown: 11,956 additional ramps (cumulative of 75%) by 2027 and the final set of 6,642 ramps (complete at 100%) by 2032.”

Only preliminary engineering is being added to the MIP through Key 22978 at this time. Additional details can be found in the OTC Staff Report in Attachment 3.

Support Item(s): Design Locations

Route	Highway	Begin MP	End MP	Ramps
OR8	029 Tualatin Valley	0.27	17.88	2760
OR47	029 Tualatin Valley	18.02	19.96	
OR10	040 Beaverton - Hillsdale	0.97	3.40	
OR10	142 Farmington	5.88	7.37	
OR99W	091 Pacific Highway West	1.31	16.67	
US30	092 Lower Columbia River	0.56	18.37	
OR213	068 Cascade Hwy North	0.06	9.40	
US30	100 Historic Columbia River	30.41	31.28	
		49.07	50.98	
		2.55	6.77	
US26	026 Mt. Hood	-0.13	73.97	
US26	047 Sunset	1.40	74.05	
OR281	281 Hood River	16.77	16.92	
OR282	282 Odell	2.05	2.64	
OR43	003 Oswego	0.01	11.55	
OR99E	081 Pacific Hwy East	1.45	13.64	
I-5	001 Pacific	282.71	308.31	
I-405	061 Stadium Freeway	0.98	4.26	
I-205	064 East Portland Freeway	3.25	25.79	
I-84	002 Columbia River	0.41	64.02	

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: NOVEMBER 22, 2022

Project #4 Key 22552	Willamette River: Stormwater Source Control Improvements (Scope Change) Lead Agency: ODOT
<p><u>Project Description:</u> Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 22552 • MTIP ID#: 71265 • RTP ID: 12092 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval Yes – as of November 17, 2022. The amendment is progressing under the concurrent approval format. This assumes OTC will approve the scope change and funding adjustments without issues. • Performance Measurements applicable: Yes – Climate • 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>From the draft OTC Staff Report Item:</p> <p>“The purpose of the Willamette River: Stormwater source control improvements project is to complete the design and construction of select Source Control Measures (SCMs) to prevent toxic substances transported by stormwater from entering the Willamette River which is located in the Columbia River Basin. The project will improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas of Highway 30 limiting ODOT’s exposure to recontamination claims within the Portland Harbor.</p> <p>In the spring of 2021, ODOT submitted a Feasibility Study (FS) to DEQ which covered the entirety of the project footprint, including runoff from the Fremont and St Johns bridges and Highway 30, contributing stormwater to the Portland Harbor Superfund site. In the summer of 2021, ODOT conducted an Advanced Investigation (AI) to confirm the results and SCM selection described in the Feasibility Study. The results of the AI validated the FS’s conclusions related to the bridge locations only; however the AI results also indicated that the proposed improvements along Highway 30 would cost significantly more than the FS estimated. As a result, a Supplemental FS was completed to review and re-evaluate the proposed SCMs along Highway 30. The Supplemental FS was submitted to DEQ in June 2022 and approved in August 2022.”</p>	

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: NOVEMBER 22, 2022

As a result of the scope change to include the added site locations, the project cost increases from \$4,400,000 to \$11,962,600. OTC approval is expected to occur during their November 2022 meeting.

Requested Action:

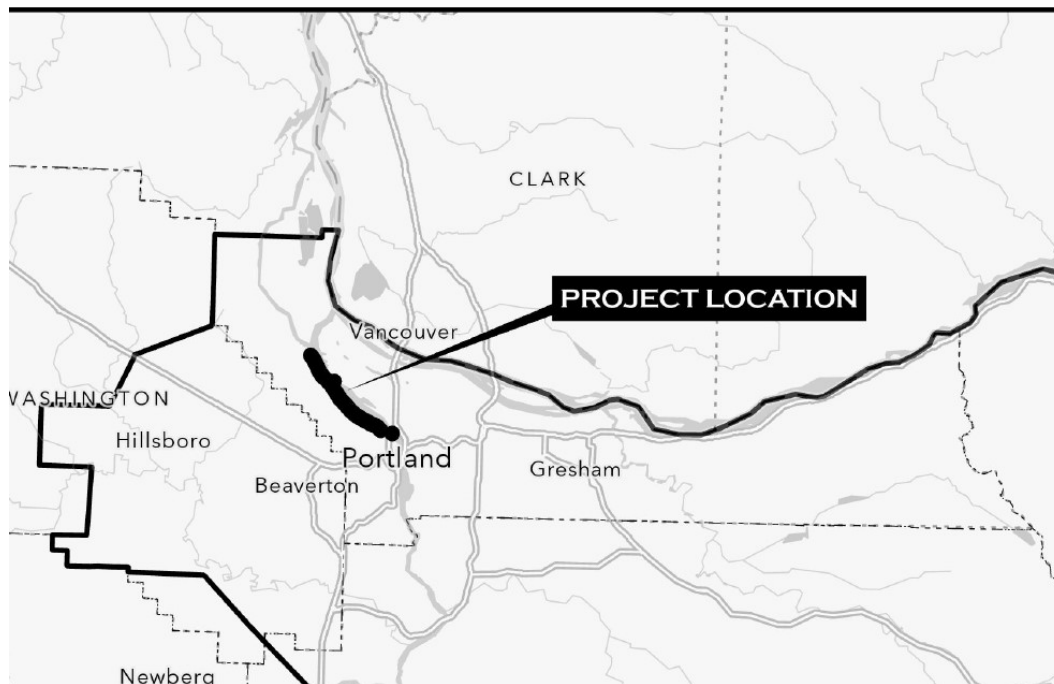
Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette River: Stormwater source control improvements project from \$4,400,000 to \$11,962,600 for a total increase of \$7,562,600. The increase will be paid for using Portland Harbor funding which is being administered through the Bridge financial plan.

Project to increase funding:

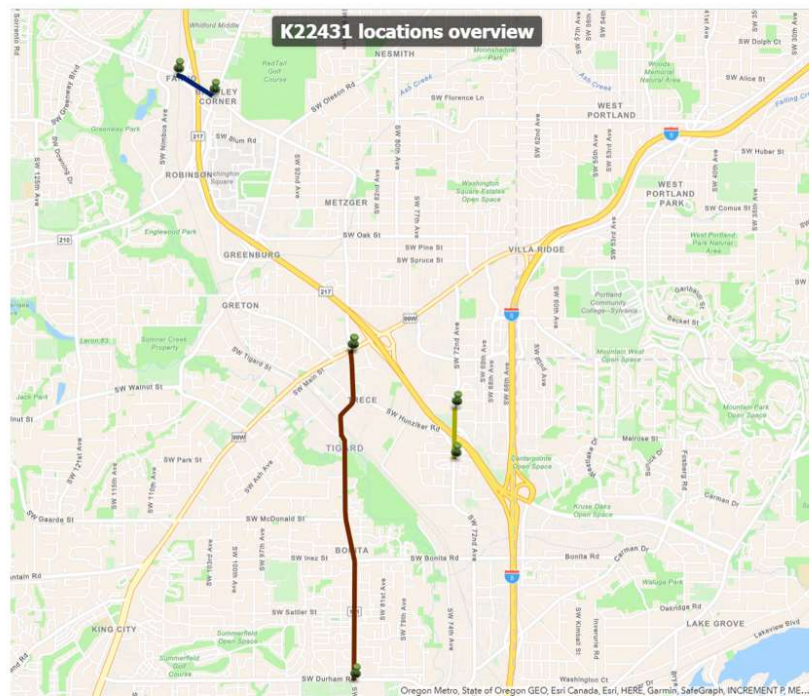
Willamette River: Stormwater source control improvements (K22552)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2022	\$2,400,000.00	\$6,450,030
Right of Way	2023	\$2,000,000	\$5,512,570
Utility Relocation	N/A	\$0	\$0
Other	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTAL		\$4,400,000	\$11,962,600

Additional details can be found in the draft Staff Report Item included as Attachment 4.

Support Item(s): Project Location Map



Project #5 Key 22431	OR141/OR217 Curb Ramps (Cost Increase) Lead Agency: ODOT
<u>Project Description:</u> At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none">• Lead Agency: ODOT• ODOT Key Number: 22431• MTIP ID#: 71247• 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, OTC approval was required and occurred during their September, 2022 meeting. OTC approved a total of \$7,518,278 for the project.• 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	
<u>Description of Changes</u> The cost increase for the project is similar to other ODOT ADA improvement projects where inflation is impacting the overall project cost. ODOT ADA ramp project costs increased significantly over the last three years. ODOT believes this is due, in part, to increased ramp construction volumes, supply chain issues, and inflation. The average price of curb ramps (total project cost/ramps in the project) doubled from 2017 to 2021, and tripled by 2022 amendment. The cost increase is being addressed by a commitment of IIJA for the project. See additional details in OTC Staff Report Item in Attachment 3.	

Support Item(s):**Project Location Map**

Agenda Item F: Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22611	3	OR540 curb ramps: Coos Bay city limits -	4.89	8.49		CN	ADA	SW ADA TRANSITION	\$ -	\$ 1,800,000.00	\$ 1,800,000.00

Project #6
Key
18832

Willamette Greenway Trail: Columbia Blvd Bridge
(Cost Increase)
Lead Agency: Metro Parks Portland Parks

Project Description:

Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro Parks being changed to Portland Parks
- ODOT Key Number: 18832
- MTIP ID#: 70774

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: NOVEMBER 22, 2022

- RTP ID: 11640
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: Yes. OTC approval is required to commit the added needed funding and will occur during their November 2022 meeting. The amendment is progressing concurrently with the expectation OTC will approve the added funding for the project without issues. OTC actin will increase the project funding from \$2.6 million to over\$ 7.6 million. Metro Parks and Portland Parks are adding the increase using their local funds. The lead agency is also being changed to be Portland Parks.
- Performance Measurements applicable: Yes – Congestion Reduction and Climate
- 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 project includes ODOT managed funding with the original award dating back to 2015. Early in design, the project identified as short all required funding. Metro Parks and Portland Parks have been working with ODOT to develop an acceptable funding plan to cover the funding shortfall. As of October 2022, the proposed funding plan was deemed acceptable. However, the cost increase is significant and exceeds \$5 million dollars. As a result, OTC approval also is required.

The formal amendment adds required funding to address significant funding shortfalls to PE, UR, and Construction. The Willamette Greenway-Columbia Bridge segment is one of three Greenway trail segments that will be completed by Metro Parks and Portland Parks. The current amendment enables the PE phase to continue and be completed without additional delays.

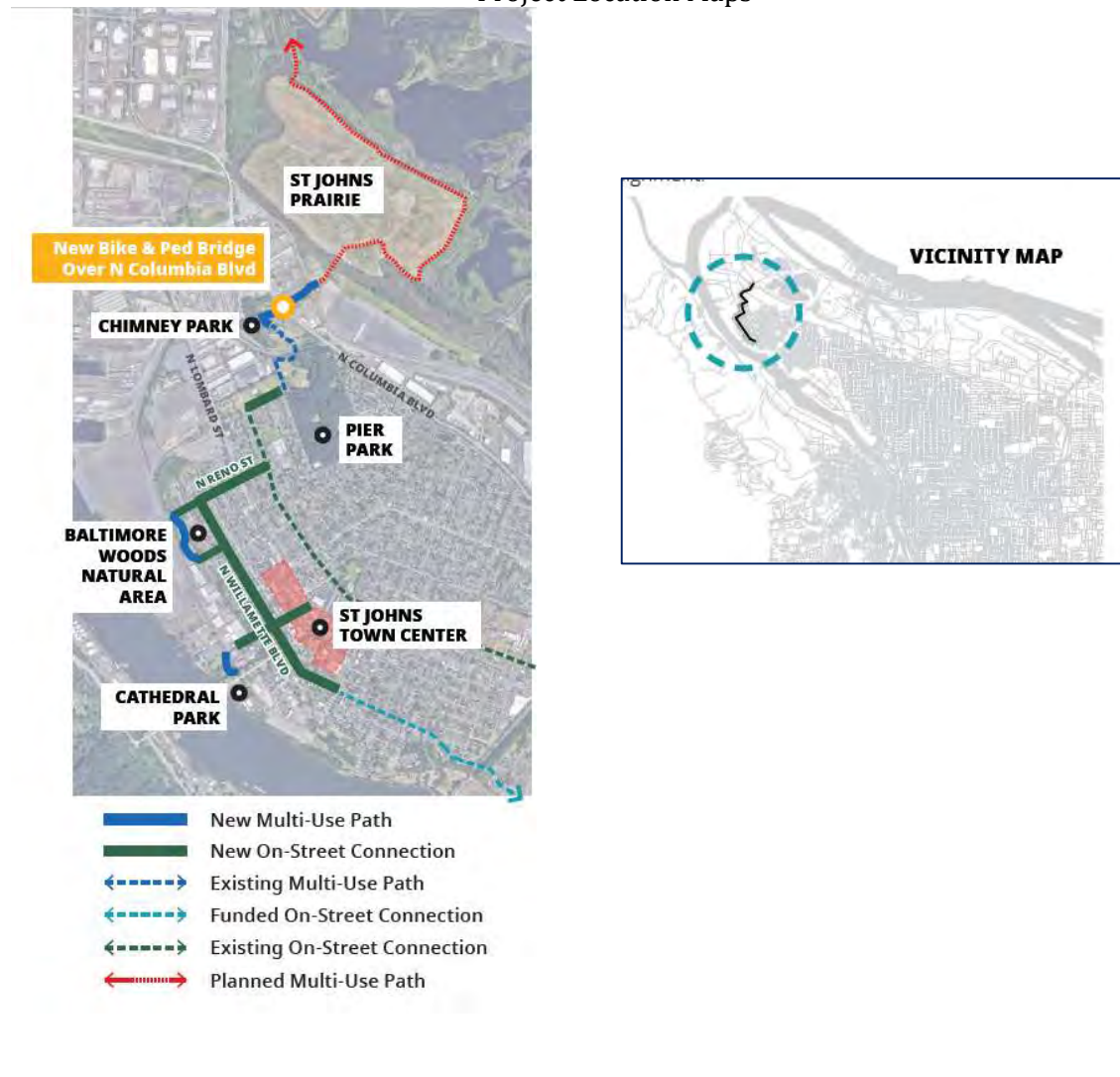
The Columbia Blvd to Cathedral Park segment received a RFFA award through the recent 2025-27 RFFA project funding call. Depending on the outcome of the PE phases for the Columbia Bridge and Columbia to Cathedral Park segment, a portion of the Columbia/Cathedral Park RFFA funding may be transferred to the Columbia Bridge segment if needed. Further programming updates may be needed and will occur through the new 2024-27 MTIP after it is approved.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette Greenway Trail: Columbia Blvd Bridge project from \$2,612,381 to \$7,662,812 for a total increase of \$5,010,431. The increase will be paid for using City of Portland Parks and Rec and Metro Parks funding.

Project to increase funding:

Willamette Greenway Trail: Columbia Blvd Bridge (K18832)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2016	\$520,000	\$1,485,231
Utility Relocation	2024	\$0	\$305,325
Construction	2024	\$2,092,381	\$5,872,256
TOTAL		\$2,612,381	7,662,812

Support Items:**Project Location Maps****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

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 22, 2022

- 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 November FFY 2023 Formal MTIP amendment (NV23-03-NOV) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	October 28, 2022
• Initiate the required 30-day public notification process.....	November 1, 2022
• TPAC notification and approval recommendation.....	November 4, 2022
• JPACT approval and recommendation to Council.....	November 17, 2022
• Completion of public notification process.....	December 1, 2022
• Metro Council approval.....	December 8, 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 timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	December 14, 2022
• USDOT clarification and final amendment approval.....	Early to mid-January, 2023

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

NOVEMBER FFY 2023 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 22, 2022

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 22-5291 on November 17, 2022 and now recommends Metro Council provide the final approval for Resolution 22-5291 (with Modification #1 to Key 22738) consisting of six amended projects enabling federal reviews and fund obligations to then occur.

5 Attachments:

1. Attachment 1: OTC Staff Report – NEVI Update
2. Attachment 2: NEVI Plan Executive Summary
3. Attachment 3: OTC Staff Report – ADA Program Update
4. Attachment 4: Draft OTC Staff Report Item – Willamette River Stormwater Source Control
5. Attachment 5: Draft OTC Staff Report Item – Willamette Greenway Tr/Columbia Blvd Bridge Cost Increase



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item L – NEVI Update

Requested Action:

Receive an update from the Policy Data and Analysis Division Administrator Amanda Pietz and ODOT Climate Office on the OTC's \$100 million commitment to electric vehicle (EV) charging, with a focus on Oregon's Plan for the federal Infrastructure Investments and Jobs Act (IIJA) National Electric Vehicle Infrastructure (NEVI) program.

Background:

ODOT is the convening state agency on transportation electrification and leads electric vehicle charging infrastructure work. Following the IIJA investment in EV charging infrastructure nationwide, the OTC committed to \$100 million for EV charging infrastructure across the state. This allows ODOT to execute findings from the Transportation Electrification Infrastructure Needs Assessment (TEINA, June 2021) and its deployment strategy.

National Electric Vehicle Infrastructure (NEVI)

ODOT submitted Oregon's NEVI Plan in late July, and it is currently under review by the federal Joint Office of Energy and Transportation. Approval of the Plan is expected later this month.

Once approved, ODOT will receive \$52 million in NEVI funding over five years that must be deployed on Oregon's eleven EV Alternative Fuel Corridors (see map). Funding match requirements (20 percent) for these dollars bring the investment total to \$65 million.

Oregon was required to develop a five-year EV charging statewide plan (the NEVI state plan) by working with state agencies, the public, businesses, rural communities, tribes, utilities, and others to receive NEVI federal funds (due August 1st, submitted July 15th). Oregon's NEVI Plan includes the vision and goals for the expenditure of these funds; overall deployment strategy including contracting, corridors and funding; equitable engagement and delivery; and implementation plans. Building on foundational work such as TEINA and engagement to date, Oregon's NEVI plan includes these principal elements:

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- 1) Focus on Light-duty EV Charging: In line with the program requirements for NEVI, ODOT will prioritize a statewide EV charging network for light-duty vehicles
- 2) Future Proof Sites: Oregon has an aspirational goal to exceed Federal standards by designing stations with four DC fast chargers – three with a 150 kW power level, plus one higher power charger up to 350 kW – and to future-proof stations so that up to two additional 350 kW chargers could be added. Higher-powered chargers will better enable NEVI stations to serve power capabilities of future light-duty EVs as well as some Medium-duty EVs.
- 3) Partner with the Private Sector: ODOT will work through public-private partnerships – similar to the West Coast Electric Highway – to engage private sector companies to install, upgrade, operate and maintain charging stations. ODOT will manage the distribution of funds, sequence corridor development and upgrades, and assure that the infrastructure is built out.
- 4) Design Competitive Requests for Proposals (RFP): ODOT intends to design competitive RFPs for corridors, balancing development of rural and underserved routes across the state with contractual elements that will attract private sector interest.
- 5) Upgrade Existing Stations: ODOT aims to leverage investments already made in fast charging stations by fostering upgrades at appropriately-sited stations on select routes, over time (~ 10% of Oregon’s existing charging stations meet NEVI standards).
- 6) Target Reliability and Equity: ODOT will focus on funding partners with a proven track record for building, operating, and maintaining charging stations, with high levels of reliability and staying power in the market. ODOT will ensure our private sector partners work with us to engage with communities and achieve Justice40 goals through regional workshops as each corridor is built out, ensuring broad stakeholder engagement.¹
- 7) Expand Coverage: ODOT will build out the current eleven EV Alternative Fuel Corridors in the first three years of the NEVI program, to create a backbone network, and will propose additional corridors to enhance geographic coverage and connectivity, as funding allows. (In addition to the 7 EV Alternative Fuel Corridors that the FHWA approved through 2021, four additional corridors were proposed and approved this year: I 205, I 405, US 95, and OR 42.)
- 8) Center Equity and Engage with Stakeholders: ODOT will work with community members, stakeholders and EV charging partners to ensure program delivery fulfills the intent of the Justice40 Initiative (40% of all program benefits to accrue to disadvantaged communities), including regional workshops along each corridor prior to build out.

There are additional federal requirements of the NEVI funds that will direct the spacing of sites, number of chargers, payment mechanisms, interoperability, reliability, and support workforce development. All of these pieces will help to ensure a complete charging network that meets Oregon’s needs and connects across state lines. With the \$65 million dedicated to NEVI, ODOT’s preliminary analyses indicates the

¹ [Justice 40](#) is a federal initiative created through President Biden’s Executive Order 14008 (2021) to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

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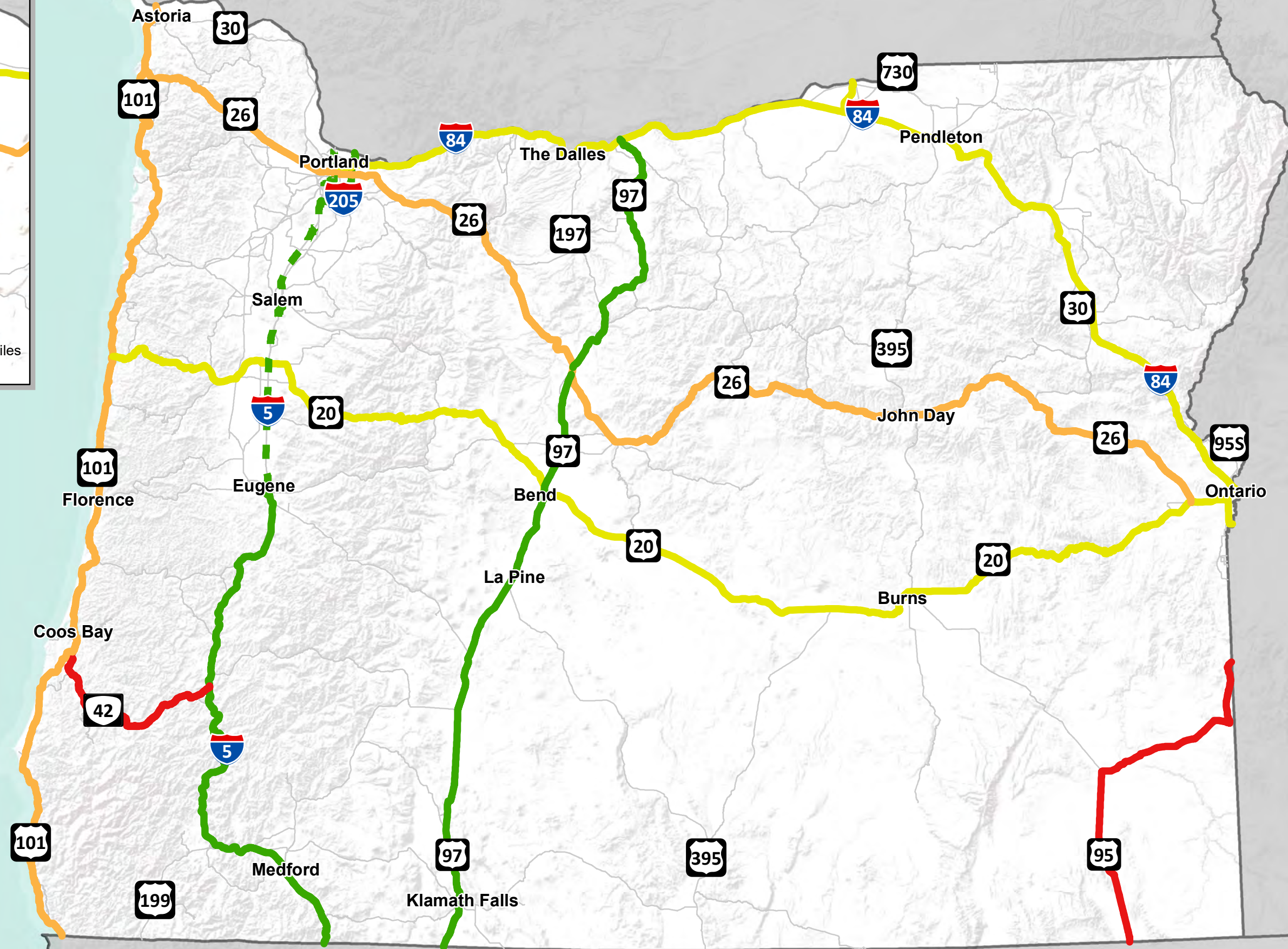
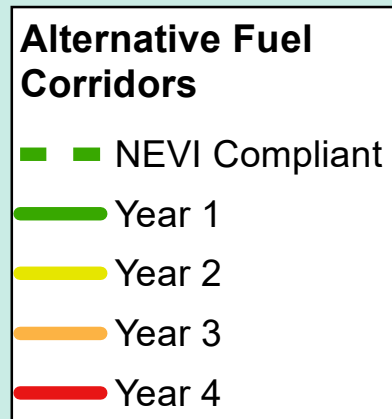
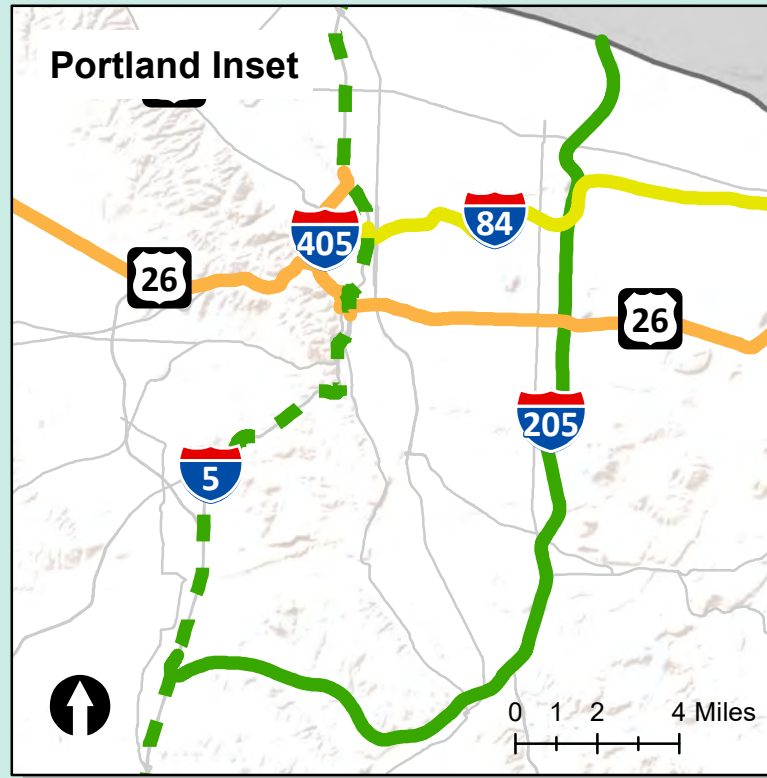
funding is sufficient to build out all eleven corridors to federal standards, and potentially add a few new corridors for greater coverage and connectivity across the state.

The remaining \$35 million committed by the OTC will go a long way in addressing needs outside of major corridors, with a focus on charging in rural and urban areas, underserved communities, and apartment complexes. In addition to the \$100 million commitment, ODOT will also support and pursue federal grants to bring even more money to Oregon to meet the significant charging needs identified in TEINA.

Leverage the private sectors' investment in EV charging infrastructure.

Attachment:

- Attachment 1 – Map of EV Alternative Fuel Corridors



NEVI State Plan: Planned Implementation Year for Alternative Fuel Corridors





Oregon National Electric Vehicle Infrastructure Plan

July 2022



Executive Summary

The Oregon Department of Transportation (ODOT) is pleased to submit this State EV Infrastructure Deployment Plan (State Plan or Plan) to the Joint Office of Energy and Transportation (JOET). This Plan, developed collaboratively by ODOT and the Oregon Department of Energy (ODOE), addresses each of the requirements set forth by JOET to secure Oregon's portion of the funding allocated to states through the National EV Infrastructure (NEVI) program, which was created under the Infrastructure Investment and Jobs Act (IIJA) in November 2021.

Oregon is all in on transportation electrification and is supporting a rapid scale-up of EV charging infrastructure in the state. ODOT is committed to charging infrastructure over and above the NEVI funds-plus-match, providing over \$100 million total toward EV charging infrastructure. Oregon is well-positioned to build out charging infrastructure and target the highest-need locations because of its recent Transportation Electrification Infrastructure Needs Analysis (TEINA) report, submitted to Governor Kate Brown in July 2021. The NEVI funding for public fast-charging stations along alternative fuel corridors is an important next step to meeting identified needs, and ODOT looks forward to working with JOET to complete its planning and begin implementation of this program.

Vision

Create a backbone network of high-powered EV charging stations along major corridors, to significantly increase Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.

Plan Summary

ODOT's vision for the NEVI program is to create a backbone network of high-powered EV charging stations along major corridors to significantly increase Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.

This Plan lays out how ODOT will use NEVI funding to achieve the above vision. It addresses each of the requirements set forth by JOET and describes ODOT's guiding principles; deployment strategy; the envisioned contracting mechanisms; key elements of the deployment approach; and ODOT's past, ongoing, and planned public outreach efforts, including how it will engage with diverse stakeholders and ensure a minimum of 40% of the NEVI benefits accrue to disadvantaged communities.

Guiding Principles

ODOT’s charging infrastructure deployment strategy is based on several guiding principles, which align with the goals articulated in both TEINA and the NEVI program. With NEVI funding, ODOT aims to:

Achieve **geographic balance** between urban and rural charging needs to develop infrastructure across the entire state.

Provide **charging access** to all Oregonians, including disadvantaged community (DAC) populations.

Focus on **high-traffic corridors** to the extent practicable.

Leverage existing and planned **EV charging infrastructure**.

Emphasize **connectivity with neighboring states** to establish an interstate charging network.

Figure 1: Planned Implementation Year for Electric Vehicle Alternative Fuel Corridors



Overarching Strategy

With FY22 funding ODOT aims to build out I-5, US 97, and I-205. I-5 is one of the most critical, high-traffic routes in the state, and US 97 is a key route through central Oregon that carries high traffic volumes and serves both urban and rural areas. I-205 serves high traffic volumes in the Portland metropolitan area and travels through or adjacent to numerous disadvantaged communities (DACs).

FY23 funding will focus on I-84, I-82, and US 20, all of which are high volume routes that provide for east-west travel. I-84 provides service to numerous DACs and accommodates a high proportion of long-distance trips. I-82 connects directly with I-84 and enhances Oregon’s connectivity with Washington. US 20 is a route of strategic statewide importance and a freight corridor that will provide additional rural EV charging coverage across the central part of Oregon.

With FY24 funding Oregon anticipates build out of US 26, US 101, and I-405. Build out of US 26 and US 101 will represent completion of the remaining seven designated Alternative Fuel Corridors (AFCs) approved during Rounds 1 – 5. US 26 will add additional coverage to Central Oregon, and completion of US 101 will bolster the existing DC Fast Charging (DCFC) infrastructure along Oregon’s coast. Completion of I-405 will support the high traffic volumes and DAC populations it serves in the Portland metropolitan area.

ODOT envisions using FY25 and FY26 funding for completion of US 95 and OR 42, both of which are approved EV AFCs from Round 6. More broadly, ODOT intends to reserve funding for these later years to either develop additional EV AFCs that have yet to be proposed, and/or to build redundancy in charging stations along the other AFCs to strengthen the overall network and accommodate increasing EV traffic in the coming years.

Over the course of the five-year NEVI program, ODOT anticipates using the \$65 million in total funding (Federal funds and 20% non-Federal match) to develop and/or upgrade approximately 65 DCFC stations across Oregon’s roadways, totaling a minimum of 260 DCFC ports (doubling Oregon’s public DCFC ports).

Envisioned Contracting Mechanisms

ODOT has broad authority to use the Oregon Innovative Partnerships Program (OIPP) to develop public-private partnerships (P3s) for a full range of transportation projects. OIPP procurements offer many benefits over traditional contracting, including the ability to select projects based on best value rather than lowest cost, the ability to customize Requests for Proposals (RFPs) to meet the needs of a particular project, and maximum flexibility to change an agreement to accommodate unanticipated events. Therefore, ODOT plans to enter into P3s with one or more EV Service Providers (EVSPs) to both develop and operate fast charging stations funded through NEVI.

Figure 2: Process for Developing DCFC Along Alternative Fuel Corridors



Deployment Approach

ODOT's deployment strategy is expected to evolve and adapt throughout the five-year NEVI program in response to experience gained and lessons learned during the program's early years. ODOT's deployment approach will be consistently grounded in the following five overarching objectives:

**Partner with private sector.**

ODOT will not own, install, maintain, or operate any of the EV charging stations deployed with NEVI funds while leveraging private sector expertise.



Target reliability. Public confidence in the reliability of EV charging infrastructure is one of the most significant factors in accelerating EV adoption. NEVI requires achievement of 97% uptime.



Develop/design competitive corridor RFPs. ODOT intends to issue corridor-specific competitive RFPs in concert with the strategy described above.



Expand coverage. ODOT is committed to prioritizing equity while transitioning the state's transportation system to be powered by electricity. Through NEVI and complementary state programs, access to EV charging will expand across socioeconomic and geographic areas throughout the state, potentially adding new EV AFCs. ODOT will also work with the private sector to intentionally develop sites that serve both highway traffic and local EV charging needs, maximizing utilization and economic development opportunities, where practical.



Build new *and* upgrade existing. ODOT will maximize the benefits of the five-year NEVI program funding by building new charging infrastructure where needed and upgrading existing infrastructure facilities to meet NEVI standards where practical.

Public Outreach

Stakeholder engagement was a key part of the earlier TEINA study process and included a diverse 17-member Advisory Group; four public Advisory Group meetings; 12 Stakeholder listening sessions; and a project-dedicated web page. ODOT has used this extensive input as the starting point for an expanded and more comprehensive stakeholder engagement effort that is already supporting the five-year NEVI program. Combined with lessons learned from FY22 deployment activities, this public process will help ODOT to refine future (annual) updates of this plan through the duration of the NEVI program.

Added elements of the expanded stakeholder engagement process for the NEVI program include:

- Introductory and follow-up webinars providing both background material and updates.
- A NEVI-specific web page that includes detailed responses to frequently asked questions in previous public interactions.
- Public opinions and insights obtained from four surveys conducted via the web page, supplemented by an interactive map displaying the public's selected charging locations.
- Stakeholder engagement sessions with five targeted groups – EV drivers; EV charging companies; cities and counties; utilities; and environmental justice and advocacy groups.
- Planned Regional Workshops in advance of building out NEVI-funded fast chargers along the electric AFCs. These workshops will include discussion with local communities to explore priority benefits and appropriate metrics to ensure Justice40 goals are met or exceeded.

Stakeholder input has already been incorporated into the State Plan; this Plan is a living document, and new input will continually be integrated as outreach to new groups takes place and additional perspective is heard.

Figure 3: Stakeholder Outreach Opportunities

Key Activities

- **Regional Workshops in communities**
 - Engage with communities prior to each year's Corridor build out
 - First year build out: communities along I-5, US 97, and I-205
 - Listen to learn EV community goals, prioritize desired benefits
 - Work with EV charging providers to match goals with opportunities along corridors
- **Webinars**
- **Guest speaking engagements**
- **Targeted Information Sessions**
 - Specific outreach to voices who haven't yet been heard
- **Reporting back – What we hear and how it impacts activities**



The NEVI funding for public DCFC stations is an important next step in helping Oregon achieve its ambitious zero emission vehicle adoption goals, providing funding to develop a critical backbone of DCFC stations along key highway corridors. ODOT, and its partner agency the ODOE, look forward to working with JOET as ODOT completes its planning and begins implementation of the NEVI program.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item F** – Americans with Disabilities Act (ADA) Program Update and Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to allocate ADA STIP Program funds to projects.

Requested Action:

Receive an update on efforts to deliver compliant ADA curb ramps on or along the ODOT Highway system, current challenges, and the program funding plan. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add and modify projects by advancing funding from the 2024-2027 STIP.

Background:

ODOT ADA Obligations

The American with Disabilities Act (ADA) of 1990, as amended by the ADA Amendments of 2008, requires ODOT to provide people with disabilities an equal opportunity to participate in and benefit from ODOT programs, services, and activities. In 2017, ODOT completed an update of the State's inventory of ADA-compliant curb ramps on or along our state highway system consistent with ODOT and Association of Oregon Centers for Independent Living (AOCIL) Settlement Agreement. Data gathered in this effort indicated that a substantial number of the existing ADA ramps built over the last 50 years do not meet all of the ODOT ramp standards. To achieve our ultimate goal of providing better, more equitable pedestrian access, ODOT developed an ADA Ramp Plan with a defined schedule for upgrading noncompliant ramps to be ADA compliant. ODOT also created the ADA Program Unit (Program) to focus the Agency efforts on the ADA Ramp Plan, comply with the Settlement Agreement, and meet the intent of the Federal ADA legislation. The Program manages the funding of multiple STIP projects in each STIP cycle to replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction.

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Targets for Ramp Numbers

The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. This effort is further divided into three 5-year time periods. In the first 5 years of the Ramp Plan, the Program created and funded projects intended to achieve 30% of the inventory (7,779 ramps) by December 2022. Each subsequent 5-year period has its own ramp target as shown: 11,956 additional ramps (cumulative of 75%) by 2027 and the final set of 6,642 ramps (complete at 100%) by 2032.

Capacity of Concrete Construction Industry

ODOT launched the ADA Program with an implementation strategy focused on a lower production rate between 2017 and 2020, and increasing production in the final years of 2021-2022, to provide adequate time for the concrete construction industry to adjust to the sudden increase in demand. To meet its second 5-year target (75% completion), ODOT set an expected production rate of 2,500 ramps per year between 2023 and 2027 (an increase of 1,000 ramps per year). During initial program planning, ODOT anticipated the concrete construction industry's ability to accommodate this increased level of work. However, the increased production volume, appears to have placed stress on the concrete construction industry, likely contributing to increased prices and several failed solicitations.

Overview of ODOT Construction Contracting Practices

ODOT hires private construction firms to build the ADA ramps. By the end of 2022, ODOT anticipates its ADA ramp construction contracts will stretch Oregon's concrete construction firms that have a history with ODOT ADA projects beyond their current capacity. For example, five of the fifteen 2022 ADA ramp projects are multi-year and have a contract completion date in 2023. Most construction firms will complete a majority of the ramps during the 2022 construction period. However, due to delay associated with a failed bid, one ADA Ramp project will not require a set number of ramps in 2022, due in part to the short construction window in the eastern part of Oregon before winter weather prevents construction.

Each contractor sets their construction schedule and delivers ramps based on resources available and the contractor's competing commitments. Currently, ODOT does not have a high level of confidence in the industry's ability to complete the number of ramps required in ODOT's contracts before December 2022. If a contractor does not meet the completion timeline for their 2022 ramps, they will be charged liquidated damages (a financial penalty). This provision encourages the contractor to prioritize the completion of their ODOT project, but it does not guarantee timely construction completion.

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Increases in Bid Costs Practices

ODOT ADA ramp project costs increased significantly over the last three years. We believe this is due, in part, to increased ramp construction volumes, supply chain issues, and inflation. The average price of curb ramps (total project cost/ramps in the project) doubled from 2017 to 2021, and tripled by 2022.

Program staff are confident ODOT can develop the design packages for bidding to meet the increased ramp rate required over the next 5 years. However, the increasing bid prices have caused significant budget challenges. In response, the Program is developing strategies to attract more bidders and to increase construction capacity for the required volume of ADA ramp projects.

The need for ADA Program Improvements

During the creation of the ADA Ramp Plan in 2017, a number of assumptions and decisions occurred concerning funding, designing, and constructing the volume of curb ramps required. As part of ODOT's efforts for continuous improvement, the Program began a Refinement Study to evaluate its progress and key obstacles in the past five years to determine necessary program improvements. This effort, involving teams of subject matter experts from ODOT and across the transportation industry, will identify what is working well and prioritize needed program modifications going forward for the next 10 years. We are seeking input from across ODOT and external stakeholders including design consultants and construction contractors to prioritize improvements that will have the greatest impact.

Continuous Improvement Advisory Committee Recommendations

The Program presented an update at the Continuous Improvement Advisory Committee (CIAC) meeting on June 15, 2022. CIAC members provided their perspectives on the Program, including several areas for potential Program prioritization or improvements.

- The Program is unlike others in ODOT's portfolio and success will require considerable resources to meet the program timelines. As a unique program, ODOT should consider modifying the project delivery processes for the Program and not treat this work as "business as usual."
- Replacing or rebuilding ramps in an urban area is very difficult from a construction perspective in comparison to new ramp construction. Managing and sharing the risk between ODOT and the Contractors working on complex projects in these environments will be critical.
- The Program will gain from cooperation and collaboration with the contracting community in terms of process improvements and risk management.
- An established funding strategy and a protected program budget to fund the Program will be key to meeting the ADA Ramp Plan.
- Consider how the Project Delivery Model can benefit from utilizing the private sector to deliver this work – including an Outsourced Program Manager Model which would be a modified ADA version of the OTIA Bridge Program.

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- Given the nature of the work, alternative delivery methods could be beneficial and should be explored, including:
 - CMGC: Construction Manager – General Contractor
 - IDIQ: Indefinite Delivery – Indefinite Quantity
 - Design Build

ADA Program Funding Plan

The Delivery and Operations Division in cooperation with the Finance and Budget Division have developed an ADA Ramp Program Funding Plan to provide timely funding for the necessary STIP projects. The ADA program developed a cost model for the ADA Ramp Program through 2032 when the current ADA Agreement ends based on the cost of ADA Ramp projects bid and constructed so far.

The cost-per-ramp increased significantly over the last three years and this estimated budget may vary significantly in future years based on changes to the ADA delivery model, use of Alternative Delivery contracting, and capacity of the Concrete Industry.

Using today's market prices, the total cost projection of the ADA Ramp Program is approximately \$1.4 – \$1.5 billion. Due to the significant variables highlighted throughout this letter, the budget is expressed as a range. The current ADA Program funding level is just under \$427 million spent and/or programmed through 2024. Based on all of this, approximately \$1 billion in additional funding is needed to complete the ADA curb ramp program by December 31, 2032.

Based on the delivery of projects over several different STIP cycles and anticipated funding levels, the following funding strategy is proposed:

- \$700 million in additional funding through 2027.
- \$300 million in the next two STIP cycles from 2028 through 2032.

The \$700 million needed through 2027 would be provided from two sources.

- FHWA annual redistribution funds. In July 2022 the OTC approved dedicating up to \$100 million in federal funds for the program from 2022 through 2027 as part of the agency's strategy to allocate anticipated additional federal funds.
- Grant Anticipation Revenue Vehicles (GARVEE) Bonds would generate approximately \$600 million. GARVEE bonds are a federal program that permits the use of federal transportation funds for the debt service repayment. We anticipate 2-3 bond sales that will provide the needed funding at the appropriate time. GARVEE bonds typically require a 12-18 year repayment period, with annual debt service payments depending on interest rates and repayment period. Debt service will ramp up as each tranche of bonds are sold, reaching a maximum of approximately \$65 million per year in 2029, with the bonds paid off around 2040. ODOT intends to seek

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legislative authorization for the first tranche of GARVEE bonds in 2023 so they can be sold in the 23-25 biennium. Debt service will start in 2025 and be paid from federal funds in the STIP.

The remaining \$300 million in the next two STIP cycles from 2028 through 2032 are anticipated to be paid for out of the STIP on an annual cash basis. This means the 27-30 STIP and 30-33 STIP will pay for both ADA program costs and the debt service on the GARVEE bonds.

Amending the current 2021-2024 STIP by modifying the funding for the projects identified in the attached list and advancing \$217 million in funding is the first step in implementing the funding plan as outlined above. ODOT will include the additional funding needed for the ADA program in the '24-'27 STIP when it is brought to the Commission for review and approval in 2023. ODOT will also build the required ADA funding into the STIP funding allocation for the '27-'30 and '30-33 STIPs when those are brought to the Commission. The Legislature and Commission will take separate action in the future to authorize each issuance of GARVEE bonds as ODOT determines the timing, amounts, and other details of its bond issuance plan.

Additional funding will be allocated to projects through future STIP actions.

Additional work to address push buttons at signalized intersections will be considered in the future. When an agreement, schedule, and cost estimate are completed, the push button improvements will be incorporated into the funding plan.

Outcomes:

With approval, ODOT will amend the 2021-2024 STIP to allocate funds to the identified projects and begin implementing the ADA Program Funding Plan.

Without approval, ODOT will not move the required curb ramp projects forward to meet the 15 year deadline and will need to reassess funding options for the OTC to consider.

Attachments:

- Attachment 1 – ADA Program Map
- Attachment 2 – September 2022 ADA STIP Amendment Project List

OREGON DEPARTMENT OF TRANSPORTATION

REGION MAP

Attachment 3: ADA Program Update



LEGEND

- ▲ REGION OFFICE
- STATE HIGHWAY
- 100 STATE HIGHWAY NUMBER
- COUNTY BOUNDARY
- 1 REGION NUMBER
- ROUTE SHIELDS**
- INTERSTATE
- U.S.
- OREGON

Region 1 Ramps

1170 Remediated as of 2021
6906 More required to be remediated

Region 2 Ramps

1009 Remediated as of 2021
8439 More required to be remediated

Region 4 Ramps

290 Remediated as of 2021
1992 More required to be remediated

Region 5 Ramps

667 Remediated as of 2021
2937 More required to be remediated

Region 3 Ramps

578 Remediated as of 2021
2887 More required to be remediated

Agenda Item F; Attachment 02

Attachment 3: ADA Program Update

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 characters)
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00	Increase the Construction phase estimate
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00	Increase the Construction phase estimate.
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00	Increase the Construction phase estimate.
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00	Increase the Construction phase estimate.
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00	Increase the Construction phase estimate.
22611	3	OR540 curb ramps: Coos Bay city limits - Boat Basin Rd	4.89	8.49		CN	ADA	SW ADA TRANSITION	\$ -	\$ 1,800,000.00	\$ 1,800,000.00	Add a new child project of K22437.
22438	3	Jackson County curb ramps, phase 2	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,476,501.00	\$10,729,128.00	\$ 2,252,627.00	Increase the Construction phase estimate.
22612	3	Jackson County curb ramps, phase 2A	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ -	\$ 3,600,000.00	\$ 3,600,000.00	Add a new child project of K22438.
22442	4	Sisters and Bend curb ramps	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 9,042,316.00	\$17,633,346.00	\$ 8,591,030.00	Increase the Construction phase estimate.
22445	5	Burns & Hines curb ramps	0	132.2		CN	ADA	SW ADA TRANSITION	\$ 7,261,783.00	\$10,936,935.00	\$ 3,675,152.00	Increase the Construction phase estimate.
22446	5	Grant County curb ramps	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 6,279,410.00	\$ 9,359,492.00	\$ 3,080,082.00	Increase the Construction phase estimate.
22447	5	Jordan Valley/Ontario/Huntington/Adrian curb ramps	VAR	VAR		CN	ADA, BIKPED	SW ADA TRANSITION, FIX-IT SW SWIP BIKPE	\$ 5,750,309.00	\$ 9,832,725.00	\$ 4,082,416.00	Increase the Construction phase estimate.
22621	1	US30 curb ramps (Hood River)	49.07	50.98		RW, CN	ADA	SW ADA TRANSITION	\$ -	\$ 5,154,997.00	\$ 5,154,997.00	Add a new child project of K22204.
22554	2	OR99W/OR18 curb ramps (McMinnville)	34	47.38		RW, CN	ADA	SW ADA TRANSITION	\$ 5,780,000.00	\$21,528,875.00	\$ 15,748,875.00	Add the Right of Way and Construction phase estimates.
22555	2	OR223/OR99W curb ramps (Dallas/Rickreall)	0	57.81		RW, CN	ADA	SW ADA TRANSITION	\$ 3,676,700.00	\$13,694,852.00	\$ 10,018,152.00	Add the Right of Way and Construction phase estimates.
22556	2	OR18B curb ramps (Willamina/Sheridan)	2	7.7		RW, CN	ADA	SW ADA TRANSITION	\$ 2,165,500.00	\$ 8,066,022.00	\$ 5,900,522.00	Add the Right of Way and Construction phase estimates.
22570	3	US101/OR540 curb ramps (Coos Bay/North Bend), phase 2	0.05	238.98		RW, CN	ADA	SW ADA TRANSITION	\$ 4,876,400.00	\$20,165,433.00	\$ 15,289,033.00	Add the Right of Way and Construction phase estimates.
22571	3	Jackson and Josephine County curb ramps, phase 3	VAR	VAR		RW, CN	ADA	SW ADA TRANSITION	\$ 4,698,430.00	\$16,568,191.00	\$ 11,869,761.00	Add the Right of Way and Construction phase estimates.
22558	4	OR126 & US26 curb ramps (Redmond/Priveville)	18.01	111.97		RW, CN	ADA	SW ADA TRANSITION	\$ 4,642,700.00	\$20,787,608.00	\$ 16,144,908.00	Add the Right of Way and Construction phase estimates.

Attachment 3: ADA Program Update

22560	5	Umatilla County curb ramps (pendleton) Phase 2	-0.7	2.9		RW, CN	ADA	SW ADA TRANSITION, BIKE/PED, SWIP	\$ 3,741,200.00	\$10,995,000.00	\$ 7,253,800.00	Add the Right of Way and Construction phase estimates. New funding totals are \$7,995,000 ADA, \$2,500,000 Ped/Bike Strategic advanced from the 24-27 STIP, and \$500,000 SWIP.
22561	5	Umatila/Morrow County curb ramps phase	0.04	184.2		RW, CN	ADA	SW ADA TRANSITION	\$ 6,153,900.00	\$21,237,040.00	\$ 15,083,140.00	Add the Right of Way and Construction phase estimates.
	1	Region 1 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$19,600,000.00	\$ 19,600,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	2	Region 2 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$22,000,000.00	\$ 22,000,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	3	Region 3 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$ 7,000,000.00	\$ 7,000,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	5	Region 5 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$12,165,000.00	\$ 12,165,000.00	Advance the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	3	US101/OR540 curb ramps (Coos Bay/North Bend), phase 3	0.05	238.98		PE, RW, CN	ADA	SW ADA TRANSITION	\$ -	\$36,830,000.00	\$ 36,830,000.00	Add a new design-build project.

\$261,194,560.00



Oregon
Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: October 11, 2022

TO: Oregon Transportation Commission

DRAFT

FROM: Kristopher W. Strickler
Director

Attachment 4: Draft OTC Staff Report
Item – Willamette River Stormwater
Source Control

SUBJECT: Agenda/Consent Item **XX** - Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for *Willamette River: Stormwater source control improvements* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette River: Stormwater source control improvements project from \$4,400,000 to \$11,962,600 for a total increase of \$7,562,600. The increase will be paid for using Portland Harbor funding which is being administered through the Bridge financial plan.

Project to increase funding:

Willamette River: Stormwater source control improvements (K22552)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2022	\$2,400,000.00	\$6,450,030
Right of Way	2023	\$2,000,000	\$5,512,570
Utility Relocation	N/A	\$0	\$0
Other	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTAL		\$4,400,000	\$11,962,600

Attachment 4: Draft OTC Staff Report Item – Willamette River Stormwater Source Control

Background:

The purpose of the Willamette River: Stormwater source control improvements project is to complete the design and construction of select Source Control Measures (SCMs) to prevent toxics transported by stormwater from entering the Willamette River which is located in the Columbia River Basin. The project will improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas of Highway 30 limiting ODOT's exposure to recontamination claims within the Portland Harbor.

In the spring of 2021, ODOT submitted a Feasibility Study (FS) to DEQ which covered the entirety of the project footprint, including runoff from the Fremont and St Johns bridges and Highway 30, contributing stormwater to the Portland Harbor Superfund site. In the summer of 2021, ODOT conducted an Advanced Investigation (AI) to confirm the results and SCM selection described in the Feasibility Study. The results of the AI validated the FS's conclusions related to the bridge locations only; however the AI results also indicated that the proposed improvements along Highway 30 would cost significantly more than the FS estimated. As a result, a Supplemental FS was completed to review and re-evaluate the proposed SCMs along Highway 30. The Supplemental FS was submitted to DEQ in June 2022 and approved in August 2022.

In October 2021, ODOT requested that an initial block of funding for PE and ROW be added to the STIP to allow the engineering design work to commence. As was noted in the October 15, 2021 OTC letter, the funding requested at that time covered only 6 bridge locations. Before requesting funding for the engineering design to address the remaining drainage areas along Highway 30, ODOT wanted confirmation from DEQ that the revised proposal for SCMs along Highway 30 would meet DEQ and EPA expectations. As stated earlier, this approval was provided to ODOT in August 2022.

At this time, the total anticipated costs for the engineering design portion of the project are known. This request is intended to add the remaining funds needed to complete the preliminary engineering (PE) and Right-of-Way (ROW) phases of the project. It is anticipated that Construction funding will be added to the 24-27 STIP.

Outcomes:

With approval, ODOT will proceed to fund, the remaining portions of the PE and ROW phases. With approval, the project can move forward into design.

Without approval, ODOT will not be able to complete the design of the approved SCMs included in the initial and supplemental Feasibility Studies or fulfill the agency's commitment to implement source control measures within the Portland Superfund site.

Attachments:

- Attachment 1 – Vicinity and Location Maps
- Approved CMR



Oregon
Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: October XX, 2022
TO: Oregon Transportation Commission

DRAFT

Attachment 5: OTC Staff Report Item –
Willamette Greenway Tr/Columbia Blvd
Bridge Cost Increase

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda/Consent Item XX - Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for *Willamette Greenway Trail: Columbia Blvd Bridge* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) increase project funding for the Willamette Greenway Trail: Columbia Blvd Bridge project from \$2,612,381 to \$7,662,812 for a total increase of \$5,010,431. The increase will be paid for using City of Portland Parks and Rec and Metro Parks funding.

Project to increase funding:

Willamette Greenway Trail: Columbia Blvd Bridge (K18832)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2016	\$520,000	\$1,485,231
Utility Relocation	2024	\$0	\$305,325
Construction	2024	\$2,092,381	\$5,872,256
TOTAL		\$2,612,381	7,662,812

Background:

The purpose of the Willamette Greenway Trail: Columbia Blvd Bridge project is to design and construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

Oregon Transportation Commission
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The project completed DAP (30% Design) that clearly defined the scope and estimate for the project. DAP has been reviewed by ODOT and comments were addressed. DAP identified utility impacts and relocation work that are eligible for reimbursement by the project funds. The current proposed funding amounts are based on the studies and assessment done by DAP for all phases of the project and incorporates the reimbursable utility relocation work.

Currently City of Portland Parks & Rec. and Metro Parks and Nature have come forward with a funding plan and strategy for the project.

Outcomes:

With approval, ODOT will proceed with processing the STIP and MTIP amendments to document changing the lead Local Agency from Metro Parks and Nature, to City of Portland Parks & Rec., increase project estimate, program Utility Relocation (UR) phase and funding for the UR phase and, revise the funding plan showing the additional contribution from City of Portland Parks & Rec. and Metro Parks and Nature.

Without approval, ODOT will not be able to follow through with the STIP and MTIP amendments therefore the project will not be able to move forward.

Attachments:

- Attachment 1 – Vicinity and Location Maps
- Approved PCR