

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 6, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 665293
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2023 RTP Call for Projects: Jan. 6 to Feb.17 (Kim Ellis)• Committee input on Creating a Safe Space in 2023 – Protocols and Democratic Rules (Chair Kloster)	
9:40 a.m.	Public communications on agenda items	
9:45 a.m.	Consideration of TPAC minutes, December 2, 2022 (<u>action item</u>) Consideration of TPAC minutes, December 13, 2022 (<u>action item</u>)	Chair Kloster
9:50 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5308 (<u>action item, Recommendation to IPACT</u>) Purpose: For the purpose of advancing Metro eligible Unified Planning Work Program (UPWP) projects for inclusion in the State Fiscal Year 2024 UPWP and completing a scope change for an ODOT Americans With Disabilities curbs and ramps project.	Ken Lobeck, Metro
10:00 a.m.	Earthquake Ready Burnside Bridge Resolution 23-5306 (<u>action item, Recommendation to IPACT</u>) Purpose: For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project	Alex Oreschak, Metro Megan Neill, Multnomah County
10:30 a.m.	Carbon Reduction Program Update Purpose: To provide an overview of the new funding program and the program direction to guide the allocation.	Ted Leybold, Metro Grace Cho, Metro Kim Ellis, Metro
11:30 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
11:35 a.m.	Adjournment	Chair Kloster

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Metro txoj kev ntxaug daim ntauw ceeb toom

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2023 TPAC Work Program

As of 12/29/2022

NOTE: Items in *italics* are tentative; **bold** denotes required items

All meetings are scheduled from 9am - noon

<p><u>TPAC meeting January 6, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2023 RTP Call for Projects: Jan. 6 to Feb. 17 (Kim Ellis)• Committee input on Creating a Safe Space in 2023 – Protocols and Democratic Rules (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-5308 <i>Recommendation to JPACT (Lobeck, 10 min)</i>• Earthquake Ready Burnside Bridge Resolution 23-5306 <i>Recommended to JPACT (Alex Oreschak, Metro/ Megan Neill, Multnomah County; 30 min)</i>• Carbon Reduction Program Update (Leybold/Cho/ Ellis, Metro; 60 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>TPAC workshop, January 11, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers (Ally Holmqvist, Metro; 45 min)• Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update (Ally Holmqvist, Metro/ Jennifer Sellers, ODOT/ Jason Beloso, WSDOT; 45 min)
<p><u>TPAC meeting, February 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2023 RTP Call for Projects (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT (Lobeck, 10 min)</i>• MTIP Formal Amendment I-5 Rose Quarter Discussion (Lobeck; 15 min)• I-5 Rose Quarter Project Briefing (Megan Channell, ODOT; 30 min)• Carbon Reduction Program – Introduce Allocation Proposals (Leybold/Cho/Ellis, Metro; 60 min)• <i>2021-24 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT; 30 min)</i>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>MTAC/TPAC joint workshop, February 15, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)• Draft Urban Growth Boundary (UGB) work plan (Ted Reid, 60 min.)

TPAC meeting, March 3, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **MTIP Formal Amendment 23-XXXX I-5 Rose Quarter Project** Recommendation to JPACT (Ken Lobeck, TBD; 30 min)
- **I-5 Rose Quarter Project Briefing**
Recommendation to JPACT (Megan Channell, ODOT; 30 min)
- **Carbon Reduction Program – Funding Allocation** Recommendation to JPACT (Leybold/Cho/Ellis, Metro; 60 min)
- UPWP Draft Review (John Mermin, 30 min)
- 82nd Avenue Project update (Elizabeth Mros-O’Hara, Metro/ City of Portland TBD; 30 min)
- 2023 RTP: Draft Chapter 3 (Policy) Discuss draft mobility policy, draft pricing policy and draft HCT policy (Kim Ellis, Metro, 75 min)
- *Great Streets Program update: 150% project list and prioritization discussion (Chris Ford, ODOT; 30 min)*
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

TPAC workshop, March 8, 2023

Agenda Items:

- Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 90 min)
- Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)

TPAC meeting, April 7, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **UPWP Resolution 23-****** Recommendation to JPACT (John Mermin, 20 min)
- **82nd Avenue Project Resolution 23-XXXX**
Recommendation to JPACT (Mros-O’Hara, Metro/ City of Portland TBD, 30 min)
- 2024-2027 MTIP – Performance Evaluation Results and Public Comment (Cho, 30 min)
- 2023 RTP: Draft High-level Project Assessment Findings (Eliot Rose, 45 min)
- Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O’Connor, TriMet; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

MTAC/TPAC joint workshop,

April 19, 2023

Agenda Items:

- 2023 RTP: Draft High-level Project Assessment and System Evaluation Measures (Eliot Rose, 90 min)
- 2023 RTP: Draft Chapter 3 (Policy) – Continue discussion (Kim Ellis, Metro, 60 min)

<p><u>TPAC meeting, May 5, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2024-2027 MTIP – Public Comment Report (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, May 10, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min) • 2023 RTP: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets (Kim Ellis and Eliot Rose, Metro, 90 min)
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<p><u>TPAC meeting, June 2, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • 2023 RTP: Finalizing draft RTP and list of project and program priorities for public review - Recommendation to JPACT (Kim Ellis, 90 min) • 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, June 21, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.) • <i>Possible Urban Growth Boundary topic, (Ted Reid, Metro, 60 min.)</i>
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<p><u>TPAC meeting, July 7, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • 2024-2027 MTIP – Adoption Draft Recommendation to JPACT (Cho, 30 min) • 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, July 12, 2023</u></p> <p>Agenda Items:</p>
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<p><u>TPAC meeting, August 4, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)
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<p><u>TPAC meeting, September 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • <i>Great Streets Program updates: Final project list</i> (Chris Ford, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, September 13, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)
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<p><u>TPAC meeting, October 6, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX Recommendation to JPACT (Lobeck, 10 min) • Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
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<p><u>TPAC meeting, November 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p>
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<p><u>TPAC meeting, December 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
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Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Columbia Connects Project • Best Practices and Data to Support Natural Resources Protection • Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO) • Cost Increase & Inflation Impacts on Projects • TV Highway updates • 82nd Avenue updates • TSMO updates | <ul style="list-style-type: none"> • DLCDC Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro) • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates (Dan Kaempff) • Update on SW Corridor Transit • UGB updates • TOD updates • 2040 Planning Grants updates • Transit Oriented Development (Andrea Pastor) • High Speed Rails updates (Ally Holmqvist) |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
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Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 29, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during late November to mid-December)

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP Formal Amendments

December FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: DC23-04-DEC				
Total Number of Projects: 3				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 20474 MTIP ID 71002	ODOT	Regionwide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1	<u>SPLIT & CANCEL:</u> The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result Key 20474 is canceled.
(#2) ODOT Key # 21601 MTIP ID 71155	ODOT	Portland Metro and Surrounding Areas Variable Message Signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	<u>SPLIT & TRANSFER:</u> The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.
(#3) ODOT Key # 21602 MTIP ID 71156	ODOT	I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	<u>COMBINE:</u> The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.
(#4) ODOT Key # 22164 MTIP ID: 71103	Metro TriMet	Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange	<u>SCOPE CHANGE/ADVANCE:</u> The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet’s confirmation to use the STBG fund exchange from Metro in support of the

			<p>supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district.</p>	<p>Preventative Maintenance program</p>
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Note: Key 22164 was inadvertently doubled processed will be removed from the final bundle submission. Key 22164 was previously processed as part of the September FFY 2023 Formal MTIP Amendment bundle and is pending final approval from FHWA and FTA.

Approval Status for the November FFY 2023 Formal MTIP Amendment, DC23-04-DEC:

- TPAC approval date: December 2, 2022
- JPACT approval date: December 15, 2022
- Metro Council approval date: Schedule for Thursday, January 5th or 12th, 2023

Administrative Modifications

(Does not include the End-of-Year Slips Amendment or final December 2022 Administrative Modification (AM23-06-DEC3) as both are still under development as of 12/29/2022

December (AM23-04-DEC1)

Key	Lead Agency	Name	Change
22129	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	<u>COST DECREASE:</u> The admin mod removes the local overmatch as the construction phase will not require the funding. The impacted scope elements were completed as part of Phase 2A in Key 18001. Metro also is waiving the 30% cost threshold as no scope or limits change is occurring.
22592	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave - NW/SW 3rd Ave	<u>ADD FUNDS:</u> The Administrative Modification adds a \$5 million RAISE grant award to the Project's PE phase.
22137	Multnomah County	Sandy Blvd: Gresham to 230th Ave	<u>ADVANCE PHASE</u> The Planning phase previously was slipped to FFY 2023 as it was thought it would not obligate until October 2022. However, the phase obligated before the end of FFY 2022. As a technical correction, the Planning phase is being advanced to FFY 2022 in the MTIP. No action in the STIP is required as the Planning phase was updated to be FFY 2022 based on the obligation date.
21602	ODOT	I-5: Marquam Bridge - Capitol Highway	<u>COMBINE:</u> The Administrative Modification combines scope and funding from the split if Keys 21601 and 20474. The net cost change is 17% and less than the 20% threshold.
22315	ODOT	I-5: Interstate bridge control equipment (Portland)	<u>ADD PHASE:</u> Add an Other phase by shifting \$35k from the construction phase to address overlapping scope activities issues with Key 22316.

December (AM23-05-DEC2)

Key	Lead Agency	Name	Change
20410	ODOT	I-84: I-205 - Marine Drive	<u>COST INCREASE:</u> The admin mod completes phase cost increases due to inflationary revisions to the project cost. The cost change increases the project by 26.8%. As a result, the cost change threshold of 20% is waived.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 6, 2023
To: TPAC Members and Alternates
From: Tom Kloster, TPAC Chair
Subject: TPAC Virtual Meeting Protocols

As we enter a new year and approach our 3-year anniversary of meeting virtually, it's a good time to continue fine-tuning our Zoom meeting format at the Transportation Policy Alternatives Committee (TPAC). While we may eventually have in-person or hybrid meetings again, I expect TPAC to continue to meet this way in the coming year.

The timing is also good as it relates to our work program. In the coming year, TPAC will be making many formal recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) on the 2023 Regional Transportation Plan (RTP) Update as well as other major policy decisions. Our virtual format has greatly increased turnout at our meetings by both members and other attendees, which is always a good thing, but also requires us to ensure we conduct our meetings as transparently and inclusively as possible.

As you know, Metro staff have also been working with the Council for the past several months to fill our six vacant community member seats on the committee in a way that can help these representatives succeed in our virtual format. One of the most concerning consequences of our change to virtual meetings has been the additional challenge for these members to participate and make their voices heard, and many dropped off because we failed in that effort. We've completed two rounds of recruiting for our new slate of representatives and expect the Council to appoint them in late January, with the new members joining TPAC at our February or March meetings.

With these challenges in mind, here are some updated protocols that we will follow beginning at our January 6 meeting, along with some refresher Zoom tips on how to manage your personal settings:

1. We will continue to divide our regular TPAC meetings into two virtual rooms, one for "panelists" and one for "attendees". The panelists room will include voting members of TPAC and their alternates, when present. The panelists room will also include presenters for specific agenda items. We need your help on this front! When an agency or seat has multiple representatives on a Zoom call, please let Marie know who is the voting representative that day and should be included in the panelists area.
2. We will continue to limit meeting introductions to the panelists due to Zoom logistics and in the interests of time, since we expect to have large numbers of attendees as the RTP adoption process unfolds.
3. The attendee room will allow for folks to fully participate in the meeting by listening to the discussion and raising virtual hands with questions or comments. However, attendees are not on-screen, and only have audio access to the panelists.
4. As part of being a panelist, TPAC members and presenting staff should rename themselves when they enter the Zoom room to reflect their TPAC role. For example, your TPAC title

might be “Member, City of Portland” or “Member, Cities of Clackamas Co.” or “Alternate, TriMet”. Member status, followed by representation. This will be especially important when our new community representatives join our meetings. We’ll do a refresher on this at our January meeting.

5. To minimize the meeting management impact of these changes on our administrative staff, we will try to avoid moving people between virtual rooms during the meeting. Staff will promote attendees to the panel when necessary to bring alternates or presenters forward, but otherwise will ask folks not to request moves during the meetings. If you can let Marie know ahead of time if you expect to switch voting representatives during the meeting, that would be especially helpful.
6. The “two room” protocols only apply to regular TPAC meetings where action items are on the agenda and votes will be taken. We will continue to operate TPAC workshops and joint TPAC/MTAC workshops with the one-room format to keep them informal and minimize barriers to participation in these learning-oriented events.
7. We will also continue to have spoken discussions, with the chat function limited to background information or technical support links since chat is not recorded as part of the meeting record.
8. We will also continue to use the “raise virtual hand” feature for both voting and queuing up folks in our deliberations. This is one of the areas where our past community representatives felt excluded, so we will discuss some courtesies for the coming year in the interest of sharing the virtual microphone. Here are my suggestions:
 - *Come prepared to make your comments or ask questions succinctly*
 - *Try to break up your comments to give other members time to weigh in – set a goal of a couple minutes each time you have the virtual mic and break up your comments if you have several to share*
 - *Give other members a chance to jump in first as we move to discussion – as chair, I may periodically break from the order of hands going up to ensure we’re hearing from as many members as possible, so please don’t be offended if this happens, as it’s in the interest of our “safe space” meeting ethic.*
 - *Consider sending written notes or feedback to staff on minor suggestions or comments*

We have a busy year ahead -- thanks for your help in making our virtual format successful!

*cc: Margi Bradway, Deputy Director, Metro Planning, Development & Research
Ted Leybold, TPAC Vice Chair
Marie Miller, TPAC Coordinator*

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, December 2, 2022 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Jay Higgins
Don Odermott
Tara O'Brien
Chris Ford
Karen Williams
Lewis Lem
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Mark Lear
Dayna Webb
Mike McCarthy
Neelam Dorman
Glen Bolen
Gerik Kransky
Jason Gibbens

Affiliate

Clackamas County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation

Members Excused

Eric Hesse
Jaimie Lorenzini
Laurie Lebowsky-Young
Idris Ibrahim
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Portland
City of Happy Valley and Cities of Clackamas County
Washington State Department of Transportation
Community Member
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Leuin
Andre Lightsey-Walker
Brad Choi
Brooke Jordan
Bryan Graveline
Cody Field
Cora Potter
Danielle Casey
Dave Roth
Dave Treadwell
Jason Beloso
Jean Senechal Biggs
Jennifer Sellers
Jessica Pelz
Jonathan Maus
Lee Helfend
Mara Krinke
Matthew Hall
Megan Neill
Mel Krnjaic Hogg
Michael Foley
Nick Fortey
Steve Kelley
Will Farley

Affiliate

Washington State Department of Transportation
The Street Trust
City of Hillsboro
WSP
Portland Bureau of Transportation
City of Tualatin
TriMet
FTA
City of Tigard
Parametrix
Washington State Department of Transportation
City of Beaverton
Oregon Department of Transportation
Washington County
Bike Portland
OPAL
Parametrix
WSP
Multnomah County
Portland Bureau of Transportation

FTA
Washington County
City of Lake Oswego

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Connor Ayers, Dan Kaempff, Eliot Rose, Grace Cho, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Summer Blackhorse, Ted Leybold, Thaya Patton, Tim Collins

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Updates from committee members around the region** (Chair Kloster)
Don Odermott announced his retirement at the end of the year from the City of Hillsboro. This being his last meeting serving at TPAC, the committee and staff sent good well wishes and thanks for his work with the committee.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during early to mid-November 2022. Questions on the monthly MTIP amendment projects can be directed to Ken Lobeck.

- **Fatal crashes update** (Lake McTighe) It was noted there was no memo in the meeting packet. An evaluation of how materials are presented to be more useful for the committees is being planned. Ms. McTighe reported that in the three counties at least 12 people have died in traffic crashes since the last report to the committee. At least 114 people have been killed in traffic crashes this year in the three counties, and 512 in the state.
- **2022-23 UPWP administrative amendments** (Chair Kloster) The memo on administrative amendments to the 2022-23 Unified Planning Work Program (UPWP) was noted in the packet. Minor changes to the budgets of several Metro projects to reflect new funds added from the federal Infrastructure Investment and Jobs Act (IIJA) and additional carryover were noted. Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage. Please contact John Mermin if you have any questions about this amendment.
- **ODOT Great Streets Program Update** (Chris Ford) Information on the Great Streets Program was shared. Great Streets is a funding program to address that improves safety and increases access to walking, biking, and transit. It focuses on "main streets" in communities around the state. ODOT is launching this program with \$50 million of flexible federal transportation funds from the Infrastructure Investment and Jobs Act in 2022. Initial investments will be limited to highway corridors that the state owns and manages. This first round of funding will serve as a proof-of-concept so we can learn more in developing future versions of the program.

The primary objective of proposed projects must be to improve safety and multimodal access on a state highway corridors that also acts as community main streets. Project selection will focus on fewer and more impactful projects. Things like facility planning, design development, and construction projects are eligible for funding. Regions are encouraged to submit projects in larger urban areas as well as smaller communities. More information on the program can be found on this webpage: <https://www.oregon.gov/odot/RPTD/Pages/Great-Streets-Program.aspx>

Karen Buehrig asked what the timeline and process would be for Region 1 to help ODOT decide which projects move forward with applications, and where letters of support from jurisdictions fit in with the process. The committee was encouraged to contact the Great Streets Program Manager, Robin Wilcox, Robin.a.Wilcox@odot.oregon.gov or Kristen Stallman at ODOT.

- **2023 RTP Needs Assessment Factsheets** (Eliot Rose) It was noted, that as draft summaries on the RTP needs assessment, three fact sheets were provided in the packet for resources and information to help jurisdictions and agencies fill in their applications with Call for Projects. The committee was encouraged to contact Mr. Rose with further suggestions or questions on the materials.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from November 4, 2022

MOTION: To approve minutes from November 4, 2022.

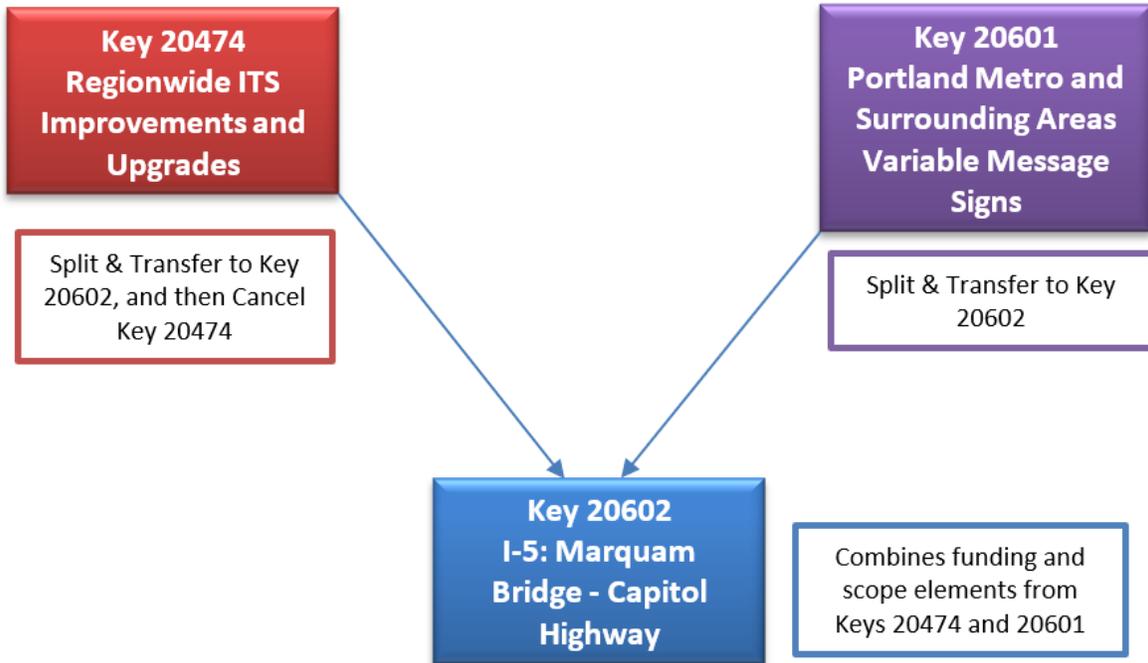
Moved: Jay Higgins

Seconded: Allison Boyd

ACTION: Motion passed with one abstention; Chris Ford

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5299 (Ken Lobeck, Metro) A modification to the amendment bundle of projects was presented. The overview of the amendment included clean-ups involving scope adjustment, limit changes, combining, and a needed project conversion. Project Keys 21638 and 21614 were being removed from the amendment bundle leaving four remaining projects in the proposed amendment bundle.

Three ODOT Active Traffic Management (ATM) projects are being split up and re-combined for improvement delivery efficiency.



Note: ODOT’s Active Traffic Management (ATM) program identifies where investments in real-time message signing, and other intelligent transportation systems will benefit highway operations. Core recommendations include variable speed signs, queue warning signs and traveler information signs at strategic locations to improve safety.

Completing the annual Metro-TriMet fund exchange Preventative Maintenance project conversion for TriMet is the fourth project in the amendment. This involves updating TriMet’s project as part of annual Metro-TriMet Transit Oriented Development (TOD) fund exchange. Metro trades Surface Transportation Block Grant funds for Local funds from TriMet, Key 22164 acts as a TOD placeholder project until TriMet confirms how they wish to use the STBG, TriMet will use the STBG to support their annual Preventative Maintenance program, updating and advancing the Key 22164 to FFY 2023, with ODOT assigning a new Key number for the project.

Staff requested TPAC to provide JPACT an approval recommendation of Resolution 22-5299 consisting of additions or changes to 4 projects enabling federal reviews and fund obligations to then occur (and includes the removal of Keys 21638 and 21614).

Comments from the committee:

- Chris Deffebach asked for clarity with combining the two projects for funding toward the I-5: Marquam Bridge-Capitol Highway, if this would these two regionwide projects were cancelled

or only that stretch of I-5, or more a mechanic for contracting and delivery of the project. Mr. Lobeck noted his understanding was for increased project efficiency. The regionwide aspect is unchanged.

MOTION: Per staff request, TPAC to provide JPACT an approval recommendation of Resolution 22-5299 consisting of additions or changes to 4 projects enabling federal reviews and fund obligations to then occur (and includes the removal of Keys 21638 and 21614)

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

Highway Infrastructure Program (HIP) Fund Exchange Resolution 22-52** (Ken Lobeck, Metro) Mr. Lobeck began the presentation with an overview of the Highway Infrastructure Program (HIP) Exchange and Supplemental Funding recommendations, Resolution 22-52**. High levels of inflation over the past few years have been a significant issue on the ability to successfully deliver transportation projects. Projects funded prior to these rising costs through the Regional Flexible Fund Allocation (RFFA) process based on budgets that anticipated inflation at more traditional historic levels, are now trying to execute construction contracts and facing these unprecedented cost increases.

Fortunately, a one-time allocation of federal funding through the Highway Improvement (HIP) funding program has made approximately \$3.85 million available for allocation to projects in the Metro area. This proposal will allocate these funds to local projects with existing RFFA funding that are ready to proceed to construction but that are facing funding shortfalls due to these recent, unexpected high levels of inflation. These allocations will help address the inflationary costs and keep the projects, and the region's funding obligation performance, delivered on schedule and as planned.

Recently, Oregon received a one-time allocation of Highway Infrastructure Program (HIP) funds. Metro, as one of Oregon's large MPOs, receives a sub-allocation of these funds. Total Metro allocation is \$3.85 million of federal HIP funds. It was noted that HIP funds:

- o Support roadway capital improvement projects
- o Primarily support construction phase activities
- o Have eligibility restrictions for their use
- o Include a shelf-life obligation condition that the funds must be obligated before the end of FFY 2023 (September 30, 2023).
- o Funds lapse after FFY 2023.

A fund swap was negotiated with ODOT for less restrictive federal funds to broaden eligibility of project types. Metro & ODOT developed a fund swap plan with conditions to exchange the HIP funds that still must be obligated by the end of FFY 2023, requested to be applied to a project's construction phase if possible, and define Metro's intent to commit the funds. This allocation approach will provide supplemental funding support to existing RFFA funded projects impacted by recent inflationary cost increases, consistent with existing RFFA Program Direction, fund projects throughout the region, and allows for partial support to address the funding shortfalls, but shortfalls still exist.

The staff allocation process and funding recommendations involved reviewed RFFA projects and candidate projects identified that met criteria with the biggest restriction the FFY 2023 deadline for obligation of funds. Seven projects recommended for supplemental funding to help offset inflationary cost increases:

- o Key 19276 - Clackamas County: Jennings Ave Ped/Bike, \$577,500
- o Key 19327 – Tigard: Fanno Creek Trail, \$695,605

- o Key 18758 Split – ODOT OR8 & Beaverton Canyon Rd project, \$325,948
- o Key 22197 – Washington County: Aloha Access Improvements, \$325,947
- o Key 20812 – Portland: Brentwood Darlington Ped/Bike Improvements, \$282,483
- o Key 20813 – Portland: NE Halsey St Ped/Bike/Transit Improvement, \$900,000
- o Key 17270 – Port of Portland: 40 Mile Loop Trail, \$742,517

Comments from the committee:

- Karen Buehrig asked if staff could describe the groups that worked to identify how these projects were selected. Mr. Lobeck noted Metro staff worked with ODOT for discussions on early options and conditions possible. Then local delivery liaisons were contacted. The selection of projects was based on time deadlines and conditions of what projects were achievable for construction in the time allowed. Mr. Leybold added this infusion of funds not only allowed us to obligate the additional HIP funds but get the project to obligate in total for the phase named. This helps projects stay on schedule, combatting inflation costs.
- Chris Deffebach appreciated the work and consideration with help on meeting construction costs to projects. Asked if this was the first time Metro had these types of funds come to an MPO, Mr. Leybold noted we had some of these funds in 2018 & 2019. Metro could have requested the funds for MPO planning activities, but the policy statement here was inflation has been a big problem, so we would like to get these out for help on projects. The entire allocation goes to existing RFFA projects.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 22-52XX to approve the proposed supplemental funding allocations to the seven identified projects.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

Regional Transportation Plan (RTP) Call for Projects Policy Framework and Draft Revenue Forecast

(Kim Ellis and Ted Leybold, Metro) The presentation began with a reminder of where the call for projects fall in the RTP timeline. The Call for Projects submission deadline has been extended from January 6 to February 17, 2023. The Public Review Draft of 2023 RTP Project and Program Priorities is now July 10 to Aug. 25.

It was noted that cities, counties, agencies and county coordinating committees build the draft RTP list for evaluation, review, and refinement. Projects fall into Near-term (2023 to 2030) constrained priorities, Long-term (2031 to 2045) constrained priorities, and additional priorities the region agrees to work together to advance (2031 to 2045) identified as strategic priorities. Capital costs targets set budgets based on draft revenue forecast and determine by how many projects may be submitted to match the budget.

All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment. Projects that are eligible in the Call for Projects are located on the designated regional system and within the MPA boundary, help achieve RTP vision, goals, targets and policies, and cost at least \$2 million or be bundled with like projects.

Mr. Leybold presented information on the capital project costs. Metro will inflate projects costs from 2016 dollars to 2023 dollars - 40% increase. Agencies will review project cost data and adjust as appropriate. The Call for Projects process includes updating and prioritizing projects in two time periods: 2023- 2030 or 2031-45 in the Year-of-expenditure project cost. Metro will provide guidance on inflation calculations. Total project costs must equal forecasted revenues.

Draft revenue forecast calculations were shown for local agencies, transit agencies, and ODOT. It was noted tolling revenues are not yet forecasted. The draft project list cost targets (capital projects) were presented (updated from Table 1, attachment 2 in the packet):

Draft RTP cost targets for capital projects, in millions of YOE dollars
(subject to refinement)

Agency/County coordinating committee	Constrained List Cost Target		Strategic List Cost Target	Total RTP List Cost Target
	2023-2030	2031-2045	2031-2045	2023-2045
	(millions, YOE dollars)	(millions, YOE dollars)	(millions, YOE dollars)	(millions, YOE dollars)
City of Portland	\$455.13	\$1,382.44	\$1,837.57	\$3,675.15
Clackamas County, Cities, & NCPRD	\$315.13	\$890.15	\$1,205.28	\$2,410.55
Multnomah County and Cities	\$135.82	\$391.05	\$526.86	\$1,053.72
Washington County, Cities & THPRD	\$1,416.89	\$3,681.73	\$5,098.62	\$10,197.24
Oregon Dept. of Transportation	\$0.000	\$0.000	\$0.000	\$0.000
TriMet & SMART (Transit Capital)	\$2,009.20	\$3,514.80	\$ TBD	\$3,514.80
Metro	\$87.00	\$259.80	\$0.00	\$346.80
Port of Portland	\$17.04	\$36.52	\$53.57	\$107.13

The draft revenue forecast and cost targets for ODOT are under development.

Comments from the committee:

- Mark Lear asked about the system analysis, when we might get to this, and if the system analysis shows we are not meeting goals, such as VMT, what would the process be after that.
- Chris Deffebach noted new and different revenue sources in budgets that may have implications in different ways with how calculations are being drafted. By not discounting revenues, as in the past, revenues appear bigger than before. It's important the public understands how this compares from 2018 forecasts to where we are now with the increasing needs of projects and rising costs. Mr. Leybold noted we were directed to calculate by this new method but are flexible to compare data between 2018 and today if not becoming too complicated.

It was asked if we are required to use current high inflation rates for the next 20 years. Mr. Leybold noted we are starting with the 40% bump that reflects the previous period of high inflation, then now projecting going back to 3% rate of inflation with a more normal historical pace. Jurisdictions and agencies can adjust their project costs as they would want to make budgets.

It was noted in the presentation Federal funding to local agencies by sub-region: \$2.2 billion total, was part of the draft revenue forecast. Were the Federal discretionary funds already taken from this amount, and where did the IJJA funds show, continuing over the next 5 years? Mr. Leybold noted we went from current levels, looked at the growth rate of revenues over 20 years, with our future growth rate expected to grow, but not at the rate we incurred with the IJJA. We do account for the Federal discretionary program and there is a huge increase from this from the IJJA. We assume this will be tampered down a bit after IJJA. But still have significant Federal discretionary revenue.

Not yet accounted for in the numbers were IJJA funds created for some discretionary programs that are more targeted toward certain projects. We will bring these into the plan that are more uniquely positioned to win awards for these funds. These are for the Interstate Bridge, Rose Quarter, Burnside Bridge and Capital Improvements Grants for rail and transit projects. Asked

if the committee would have the opportunity to review these funding assumptions, Mr. Leybold agreed to work on a future presentation for them.

- Karen Buehrig noted it was hard to provide useful input with just seeing the numbers. These are a culmination from all the jurisdictions that are still changing and would suggest a separate time to discuss to better understand the background on these numbers. Staff would consider how this could be arranged before the end of the meeting.
- Don Odermott noted the global system maps did not appear to be reflective of expansion areas in the County. There was concern that revenues will be spent on roads that are not showing up on older network maps. Ms. Ellis noted these maps are not project maps but designated with the regional system. Information obtained with jurisdictions on UGB have made significant changes, but if other jurisdictions have not submitted changes, Metro is asking for this information quickly so that evaluation and review is possible before the final plan is adopted.
- Tara O'Brien agreed on the need to clearly document the assumptions in the table and understand what the gaps are before this goes to JPACT. If heard correctly, matching the projects to revenue and things that come later; suggest this be explained more. TriMet projects are unique with large numbers. There is a challenge knowing where matches from local partners will come with TriMet large project funding to that delivery of large transit projects are possible. How this is included is included in the cost targets and revenue will need further discussion.

Mr. Leybold noted there is a need for the available Federal funding constrained cost targets on the transit capital projects to have regional work together with TriMet so that identification for local matches is known. This can be done within the subregions with coordinating committees. The process itself will help identify the match needed, and then go back and refine and identify how much Federal funding we can assume with the cost targets themselves. Ms. O'Brien noted that TriMet has been providing information to coordinating regional committees. It was confirmed that where some of the gaps may be worked out in the system analysis. Mr. Leybold agreed that we would assume funds for the larger projects not yet documented, and work with the agencies that are leading these projects to make available Federal funds where possible.

Ms. Ellis continued the presentation with information on policy framework for the 2023 RTP. Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the Call for Projects and the project's location. The assessment will be used to show how individual projects, as well as the collective set of RTP projects, advance each of the five regional goals.

The second phase of the evaluation is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advances regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. March through April 2023, the RTP High-level Project list Assessment and System Analysis will be conducted.

Comments from the committee:

- Mark Lear noted that getting new requirements in May and having time for our elected to understand these complicated topics with changes in revenues and expenditures is challenging. It was suggested to have a revenue committee advise TPAC before TPAC acts. Agencies may be

in a position in April, when they have submitted projects, with reviews showing we are not meeting our goals, having equity feedback with impacts to projects and revenues, and then still having the requirement for Council to act without issues resolved is not advised. This will be a tight timeline and appreciate Metro setting the deadlines, but it's hard to calendar. We need more certainty on how all the projects and revenues fit to understand these complicated topics.

Ms. Ellis noted there is no revenue committee yet. It was encouraged to have agencies and jurisdictions communicate with their councils now to understand the implications of the work. Identifying the projects to meet the gas emissions reduction targets, where investments with these revenues are projected to meet the goals and priorities set in regional plans is both near-term but long-term. Metro acknowledges we are not totally on track with targets, and understand folks are not comfortable making an endorsement in the time of deadlines without confirmed data so the timeline was extended to May. What comes in February could be draft form, with Metro feedback and preliminary public comments in April leading to better refinement and prioritization.

- Chris Ford noted concern on the call for projects so late in the process. It was noted the last 8 months spent going through new policy areas when more time is needed to have regional priorities identified with strategies for investments. Concerns with Table 2 was also noted. Ms. Ellis that the last 5 months have been spent updating the vision and goals to support this work. All the jurisdictions have done good planning work with their TSPs leading into this process. This is the direction JPACT and Metro Council approved for the workplan.
- Mark Lear noted that the intention is not to throw out all the good work done with the TSPs, but this is a big process with impacts across the region and want the process to be as meaningful as possible. This is a bit like a triage exercise with limited resources within the timelines we have without throwing out past work. The evaluations, feedback and public comments will help provide refinement strategies moving forward.
- Karen Buehrig asked how the mobility policy review was being integrated into the Call for Projects. A suggestion was made to call out this item on the TPAC work program so there is time and space to talk about this policy and learn through the RTP assessment. Ms. Ellis noted these are integrated in Chapter 3 of the RTP which will be presented in March. In addition to the mobility policies, draft policies from HCT strategies and pricing policies will be drafted as a single policy. A second review with mobility is planned in the system analysis where we will be reporting out how the system is meeting target measures. The third area not yet in the work program is additional work around mobility in the needs assessment.

Comments were shared on Table 2 Measuring progress towards RTP goals. Under high level project assessment with equitable transportation, it asks "Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)?" The links to these notes were from meetings that seemed to include vehicle transportation in modes of travel as part of the benefit to marginalized communities.

Under thriving economy, it asks "Is the project located in an area that offers higher-than-average access to destinations?" This seemed backward because what we are trying to do with these investments is improve access, not just have more access that already have access. It was recommended that we use "job activity" instead of "job access" that will provide projects related to the economy is providing access to places that have job activity.

A question was asked about public engagement and required rules that apply to the development of TSPs, starting in January. Have any projects going into the RTP gone through this process? Ms. Ellis noted this is not directed for the process but pointing to those new requirements being developed to updates to TSPs. Our public engagement forums relied on these same rules with documentation in the past as part of equitable engagement and consistent with RTP policies. Boxes on forms are not required, but project information from projects from public engagements is helpful for findings before they come into the RTP.

- Chris Deffebach noted that on the outcomes-based technical analysis slide of the presentation, the High-level project list assessments and system analysis were included in discussions with coordinating committees with other factors identified for considerations. However, no modeling has been done with tolling, SW Corridor, TriMet expansion of services and VMT per capita among others. Ms. Ellis agreed that new findings from the assessments and modeling will help us move forward, and likely larger projects will lead as consequential ones affecting our ability to meet VMT and mobility targets. But smaller projects are helping us achieve targets and move forward as well.

Regarding Table 2, Measuring progress towards RTP goals, under Equitable Transportation for high level project assessment, the question reads “Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)?” It was suggested to add “or other local community engagement”, which recognizes the input from working with many community organizations on their priorities.

Agreement was noted on the high-level project assessment under safe system that asked is the project identified as safety project identified as a safety project through a state or local process. And under mobility options, “Does the project include ADA pedestrian-, bicycle- or transit supportive design elements?”

Table 3: High-level project assessment methods and data sources notes the Economic Value Atlas, as a data source showing access to all jobs across all modes and times of day. Some changes to this are recommended that are similar to those in equity and include more current conditions and growth from land development and housing. It was noted that with so many new housing units in Washington County, there are projects listed that support getting to and from areas, but no box to check to show these projects showing value in the system.

- Don Odermott agreed with the addition to include vehicle transportation in modes of travel as part of the benefit to marginalized communities. It was noted that the definition of equity focus areas have been excluded for decision that impact their access to transportation. It was noted we have projects in industrial growth areas and projects serving access to critical family wage jobs in 2040 centers, but both without housing. We are struggling to use objective measures to evaluate things that are similar to access in equitable transportation. Benefits are not being shown in projects that match housing to jobs.

New developments and not necessarily building a new network but extending the network where sidewalks and safety areas affect access and complete streets. Access to transit mode choices is being discussed, but the structure of the boxes to check in filling in these gaps in our system are not there. It was noted that with scoring evaluations from local projects, Metro refers back information to the communities that submit them for further input and understanding of the evaluations and scores. The rules coming from the CFEC will impact new growth areas and local access needs. They should reflect the equitable voices for communities.

- Chris Ford appreciated the changes made but suggested further discussion time was needed on the measures. There was concern on why we need project high level assessments that appear easy to measure but not report on them quantitatively. There are lots of focus on investment categories but concern that many projects are multi-faceted and layered between project investments. The system analysis column is good, but there is no measure for resilience in the system analysis.

Equity project assessment measures appear to miss the mark. The intent is trying to invest in projects that make things better for communities that are underserved, but more is needed to show quantitative measurements. There is concern on using VMT as a measure on a system level. It was felt this is more about travel time costs relating to building a mobility network.

Ms. Ellis presented updated key dates in the process, noting the change from May 1 to May 24 in Deadline #2 Nominating agencies submit letters of endorsement from governing bodies (if not already submitted) and final project list changes in the Project Hub based on feedback and analysis. A draft motion was shown for TPAC consideration.

Chair Kloster noted options moving forward. Bringing this forward to the next TPAC meeting in January was not advised due to the TPAC work program already full. Scheduling a workshop, the next week to continue discussions on getting a recommendation to JPACT was possible.

Comments from the committee:

- Chris Deffebach that quite a few revisions and rewordings have been suggested. Why approve any of the cost targets if we don't have them all? Would a week be long enough for revisions to be reviewed with a meeting next week?
- Don Odermott noted recognizing all four Attachments are Draft, could we not re-phrase the motion to be moving forward the DRAFT policy framework and DRAFT project list cost targets. Seems it would allow us time to address the comments heard today.
- Karen Buehrig noted the motion was asking for several parts. Attachment 1, Call for Projects Framework could be agreed to forward to JPACT. Attachment 2, Draft Revenue Forecast and Project List Cost Targets could have large DRAFT watermark placed over Table 1 to show these numbers are not finalized, and Attachment 2 & 3 are still being developed. Did JPACT need to approve attachment 3 & 4? Ms. Ellis noted we want JPACT to recommend moving forward with the process even if the draft revenue and cost targets are not finalized. This information was provided to the committee know this is draft only. There will be opportunities for further feedback as the process is refined.
- Mark Lear was concerned with the revenue project targets, and without being to explain the assumptions at this time, would abstain from the vote. If keeping the process moving forward, a separate meeting to talk about these assumptions in the revenue forecast would be doable.
- Allison Boyd had concerns about getting the cost target numbers figured out before they go to JPACT. A split on attachment recommendations was suggested with JPACT able to vote on the Call for Projects this month and actual final cost targets coming to them in January.
- Chris Ford agreed on the idea of a split resolution vote.
- Chris Deffebach supported Attachment 1 and supporting Attachment 2 but leaving off Table 1 to give more time to discuss the revenue assumptions and tweaking some of the revenue analysis. Chair Kloster suggested an idea for a recommendation that JPACT could move forward with the call for projects framework approval, and direct staff and TPAC to continue to develop cost targets. A January TPAC workshop could continue these discussions.

- Tara O'Brien noted JPACT would want to hear about cost assumptions for the project list cost targets even if not advancing the table at this time. Further discussions would allow us to check through what was heard today, what the gaps are and key questions to be figured out. There are still questions on tolling revenue and how they fit, as well as other federal revenue discretionary funds which are or not included in the cost targets. TriMet will continue to work with partners on developing project list cost targets with time and clear documentation.
- Mark Lear noted some of the reasons these issues have not been resolved yet is because they are hard and difficult between agencies with technical questions with concerns on forecast assumptions and the need to be informed fully.

Discussion was held on scheduling a TPAC workshop the following week to discuss revenue assumptions. A poll would be taken of TPAC members to find a date/time for this workshop. A draft motion was presented in chat by Chair Kloster for the committee to consider:

Recommend approval of the RTP Call for Projects policy framework and direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Following further discussion held on the motion and presentation of the recommendation to JPACT, noting TPAC would continue work on the revenue forecasts with ODOT input when available, with staff reporting back to JPACT on the technical reviews of the draft updates following meetings in December:

MOTION: Recommendation to JPACT acceptance of the RTP Call for Projects policy framework and direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Moved: Karen Buehrig

Seconded: Jay Higgins

ACTION: Motion passed unanimously.

Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update (Ally Holmqvist, Metro, Jennifer Sellers, ODOT, Jason Beloso, WSDOT) Because of time limitations, a brief overview of the Cascadia Corridor Ultra-High-Speed Ground Transportation Project was presented. JPACT and Metro Council will be presented with this information in December, and the Cascadia Corridor UHSGT project will be presented again to TPAC in January.

The Cascadia Corridor is one of eleven corridors identified by United States Department of Transportation (US DOT) Federal Railroad Administration (FRA) for potential high-speed rail investments to better connect communities across America. The Washington State Legislature allocated \$4 million, along with financial contributions from British Columbia, for WSDOT to lead a coordinated effort to commence the work envisioned by the MOU and develop an expanded framework for future work.

The Federal Railroad Administration (FRA) established a new Corridor Identification and Development (CID) Program for the purpose of creating a pipeline of funding-ready new or improved intercity passenger rail projects for investment through President Biden's Bipartisan Infrastructure Law. Washington State allocated \$50 million to be used as matching funds for a grant application, as well as an additional \$100 million to leverage federal funding opportunities over the next six years. In coordination with the partner committees, WSDOT and ODOT submitted a joint Expression of Interest for the program for a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service that work in tandem for an integrated Cascadia Corridor this August. The program team is working on developing a formal proposal to fund program initiation for submission late this year.

Late this year or early next year, Metro Council will be asked to consider signing a letter of support for the Cascadia Corridor UHSGT Corridor ID proposal. Further engagement with Metro committees is planned. The presentation on this agenda item were not shown but added to the meeting packet.

Committee comments on creating a safe space at TPAC (Chair Kloster) – None received

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:08 p.m.
Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 2, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/2/2022	12/2/2022 TPAC Agenda	120222T-01
2	2023 TPAC Work Program	11/23/2022	2023 TPAC Work Program as of 11/23/2022	120222T-02
3	Memo	11/21/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during early to mid-November 2022)	120222T-03
4	Memo	11/23/2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2022-23 Unified Planning Work Program (UPWP)	120222T-04
5	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update - Equity	120222T-05
6	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update – Mobility and Climate	120222T-06
7	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update - Safety	120222T-07
8	Draft Minutes	11/04/2022	Draft minutes from November 4, 2022 TPAC meeting	120222T-08
9	RESOLUTION NO. 22-5299	N/A	Resolution 22-5299 FOR THE PURPOSE OF AMENDING SIX EXISTING PROJECTS TO ENABLE PENDING FEDERAL APPROVAL STEPS AND PHASE OBLIGATIONS TO OCCUR	120222T-09
10	Exhibit A	N/A	Exhibit A to Resolution 22-5299	120222T-10
11	Staff Report Memo	11/22/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December FFY 2023 MTIP Formal Amendment & Resolution 22-5299 Approval Request	120222T-11
12	RESOLUTION NO. 22-52XX	N/A	Resolution 22-52XX FOR THE PURPOSE OF COMPLETING A HIP FUND EXCHANGE WITH ODOT FOR LESS RESTRICTIVE FEDERAL FUNDS ALLOWING THEM TO BE APPLIED AS SUPPLEMENTAL FUNDING SUPPORT TO SEVEN METRO REGIONAL FLEXIBLE FUND ALLOCATION FUNDED PROJECTS TO HELP OFFSET INFLATION COST INCREASE IMPACTS	120222T-12
13	Staff Report Memo	11/23/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Highway Infrastructure Program (HIP) Exchange and Supplemental Funding Recommendations	120222T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Memo	11/23/2022	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager RE: Policy Framework and Draft Revenue Forecast for the 2023 RTP Call for Projects – RECOMMENDATION TO JPACT REQUESTED	120222T-14
15	Attachment 1	11/23/2022	Attachment 1. DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects	120222T-15
16	Attachment 2	11/23/2022	Attachment 2. Draft Revenue Forecast and Project List Cost Targets for the 2023 Regional Transportation Plan Call for Projects	120222T-16
17	Attachment 3	11/23/2022	Attachment 3: Process and Approach for the 2023 Regional Transportation Plan Call for Projects	120222T-17
18	Attachment 4	November 2022	Attachment 4: Draft 2023 RTP Project Submission Guide	120222T-18
19	Memo	11/23/2022	TO: TPAC and interested parties From: Ally Holmqvist, Metro; Jennifer Sellers, ODOT; Jason Beloso, WSDOT RE: Cascadia Corridor Ultra-High-Speed Ground Transportation: Program Initiation Overview	120222T-19
20	Attachment 1	11/16/2021	Attachment 1: Cascadia Corridor UHSGT Washington – British Columbia – Oregon MOU	120222T-20
21	Attachment 2	11/21/2022	Attachment 2: 2022 UHSGT Policy and Technical Committee Meetings – DRAFT SCHEDULE	120222T-21
22	Attachment 3	N/A	Attachment 3: Interim UHSGT Policy and Technical Committee Charter	120222T-22
23	Attachment 4	8/1/2022	Attachment 4: Cascadia Corridor UHSGT Corridor ID WSDOT/ODOT Joint Expression of Interest	120222T-23
24	Slide	12/2/2022	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	120222T-24
25	Presentation	12/2/2022	December FFY 2023 Formal MTIP Amendment Resolution 22-5299	120222T-25
26	Presentation	12/2/2022	HIP Exchange and Funding Recommendations Resolution 22-52XX	120222T-26
27	Presentation	12/2/2022	2023 RTP Call for Projects	120222T-27
28	Presentation	12/2/2022	Cascadia Ultra-High-Speed Ground Transportation	120222T-28

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Tuesday, December 13, 2022 | 1:00 p.m. to 3:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Chris Ford
Laurie Lebowsky-Young
Shawn Donaghy

Affiliate

Metro
Clackamas County
Multnomah County
City of Happy Valley & Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
C-Tran System

Alternates Attending

Steve Williams
Mark Lear
Dayna Webb
Mike McCarthy
Neelam Dorman
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Chris Deffebach
Lynda David
Eric Hesse
Don Odermott
Karen Williams
Lewis Lem
Idris Ibrahim
Jasmine Harris
Katherine Kelly
Rob Klug
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
SW Washington Regional Transportation Council
City of Portland
City of Hillsboro and Cities of Washington County
Oregon Department of Environmental Quality
Port of Portland
Community Member
Federal Highway Administration
City of Vancouver
Clark County
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Cody Field
Dave Farmer
Dave Roth

Affiliate

City of Tualatin

City of Tigard

Guests Attending-cont.

Jean Senechal Biggs
Jessica Pelz
Matthew Hall
Matthew Pahs
Mel Krnjaic Hogg
Nick Fortey
Steve Kelley

Affiliate

City of Beaverton
Washington County
WSP
FHWA, WA
PBOT
FHWA, OR
Washington County

Metro Staff Attending

Alex Oreschak, Ally Holmqvist, Caleb Winter, Cindy Pederson, Dan Kaempff, Eliot Rose, Jodie Kotrlik, John Mermin, Kate Hawkins, Kim Ellis, Lake McTighe, Madeline Steele, Marie Miller, Matt Bihn, Matthew Hampton, Molly Cooney-Mesker, Summer Blackhorse, Ted Leybold, Tim Collins, Tom Kloster

Call to Order and Introductions

Chair Kloster called the meeting to order at 1:00 p.m. Introductions were made. Reminders where Zoom features were found online was reviewed. The link for providing 'safe space' at the meeting was shared in the chat area.

Updates from committee members around the Region

Tara O'Brien announced the TriMet Board of Directors was meeting tomorrow. Items on the agenda included hearing revisions to the Forward Together Network concept plan where public comment has been incorporated into. This is part of the service planning process for next year. An update will be given on their transit-oriented development plan with approval, a report on the STIP funding for the next biennium, and consideration of a fare increase starting in 2024. Public outreach on this has begun.

Public communications on agenda items – none received

Overview of 2023 Regional Transportation Plan (RTP) Schedule and Call for Projects Process (Kim Ellis)

A brief overview of the timeline and process for Call for Projects was presented. The committee was asked to continue work to develop the technical and financial assumptions needed to complete the Call for Projects with draft revenue forecast and project list cost targets, and High-level assessment of projects. Reviewed was the timeline of the RTP, the reminder of deadlines with Call for Projects with resources and tools to support partners in the Call for Projects.

Comments from the committee:

- Mark Lear noted we will be expected to explain these project cost increases and would like to know where we point for information to highlight this. Ms. Ellis noted that Metro could put something together with our Communications team help. If you have something you need to communicate with your elected officials, please reach out to Metro for this. Mr. Lear noted this information applies to everything with implications on projects and budgets. In addition to the 40% increase just getting us to the current year, there are other percentage changes planned. It would be beneficial to have the big picture shown for understanding. Ms. Ellis noted FHWA requires we do this in expenditure dollars, which can be included in the materials. The submission guideline helps to show this as well.

Draft 2023 Regional Transportation Plan (RTP) Revenue Forecast Assumptions (Ted Leybold) Mr.

Leybold described the methods used to create the draft transportation revenue forecast and the

creation of draft cost targets for the 2023 Regional Transportation Plan (RTP) Call for Projects. The draft forecast provides an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system. Financial assumptions for the RTP revenue forecast are being developed in cooperation with staff from cities, counties, and transportation agencies. The RTP revenue forecast will include revenues raised at the federal, state and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

The statewide forecast provided anticipated distribution of federal and state revenues that are distributed by formulas to Oregon local agencies, transit agencies and ODOT at a statewide scale, utilizing current funding levels, historic growth rates and historic or anticipated distribution rates. Metro staff then worked with ODOT financial staff to forecast how much of those formula funds were reasonable to assume as available to the Metro area utilizing the same methodological criteria as the statewide forecast.

Discretionary federal funding (funding from competitive grant processes) was also provided by the statewide forecast for Oregon. Federal Highway Administration discretionary grants were forecasted to be awarded at the statewide level to be 50% awarded to local agencies and 50% to ODOT. Again, Metro staff worked with ODOT staff to forecast how much of these funds was reasonable to forecast would flow to the Metro area. However, each MPO has the flexibility to identify specific projects that are expected to be nationally competitive in targeted federal grant programs and forecast those funds as reasonably available.

Three projects are forecasted to receive funding from specific Federal Highway Administration discretionary awards:

- I-5 Interstate Bridge Replacement Program (\$1.5 billion),
- I-5/Rose Quarter (\$250 million placeholder), and
- Earthquake Ready Burnside Bridge (\$500 million).

ODOT and Multnomah County will need to demonstrate during the RTP Call for Projects process the funding capacity to provide the local match needed to secure these funds to the projects identified to receive them.

Federal Transit Administration discretionary grant award forecasts are also included in the forecast, tailored specifically to projecting TriMet and SMART's historic performance in winning awards in specific FTA grant funding categories, including:

- FTA Capital Improvement Grants (CIG) – up to \$4,683,750,000

Local agencies, including TriMet, SMART and the Port of Portland, worked with Metro to provide forecasts of locally generated revenues and agency costs to maintain and operate their transportation systems. Revenues not needed or used to maintain and operate their systems were forecast as available to fund capital projects. There is variance across the region in local agency revenues available for capital projects, depending on what sources agencies collect and how these revenues are spent on maintaining and operating the local system. Local revenues available for capital projects for the 2023 RTP are summarized in Attachment 1 of the packet and in the presentation.

Local agency revenue available for capital projects is the foundation of the cost targets shown in Attachment 2 of the packet and in the presentation. The presentation provided a draft of the project list cost target information that will be available for the call for projects. Data for some Clackamas and

East Multnomah County local agencies are still being refined. In addition, cost targets for ODOT are pending data from ODOT. Agencies that operate at the regional level (e.g., ODOT, TriMet, Metro and the Port of Portland) will work together with the County Coordinating committees and the City of Portland to leverage funding cost target capacity of multiple agencies when coordinating the nomination of projects.

Tables were shown for draft local agency revenue forecast (for capital projects) for Clackamas County and Cities, Multnomah County and Cities, the City of Portland, and Washington County and Cities. It was noted these numbers are in real dollars, in year of expenditure. They are listed in Attachment of the packet beginning on page 19 and included with the presentation added to the packet following the workshop.

The draft project list cost targets (capital projects) by County/Agency coordinating committee for constrained list cost target, strategic list cost target, and total RTP list target was shown (slide 55 in the packet). Table notes included:

- Operations and maintenance cost data for some agencies in Clackamas County and East Multnomah County is being finalized to determine capital cost targets for those areas. The draft cost targets reflect an extension of 2018 RTP data in the meantime.
- Multnomah County data assumes \$500M of federal discretionary funds dedicated to Earthquake Ready Burnside Bridge project.
- Financially constrained transit capital funds available require identification of available financially constrained state and local match funds during the planning process or may be moved to Strategic project list.
- The draft revenue forecast and cost targets for ODOT are awaiting final data from ODOT.

Comments from the committee:

- Karen Buehrig asked for clarification on the Federal/State discretionary share and how this gets distributed to projects. Mr. Leybold noted the starting point with other MPOs and ODOT for statewide forecast totals and state discretionary revenues for transportation revenues for purposes of long-range planning and forecasting. We looked at all the state and Federal revenues projected and how much comes into the region and of that total for the purposes of RTP coordination and project nomination process.

We split this out by population into four subregions: Clackamas Co., Multnomah Co., Washington Co., and Portland. Asked if ultimately assigned to a project within these regions, how are funds allocated? Up to the coordinating committees? Can these funds be used as the match to TriMet projects?

Mr. Leybold agreed, either those funds or the local funds, and this is the purpose of asking TriMet and ODOT to be working with the coordinating committees so you could leverage each other's funds. Desired capital projects might be of mutual interest where collaboration to constrain the costs on projects. Ms. Ellis added there is no allocation made for specific projects in the RTP.

- Tara O'Brien noted with the Washington County slide \$145 million Federal/State discretionary share in capital revenues and asked if this was restricted in any way. If not just a local match for transit projects, would the County look for other local matches or would other Federal funds be able to be used. What are the potential restrictions for transit specifically?

Mr. Leybold noted this amount of federal funding is expected to be available in the region, in total for all four subregions. Because we are combining these between cost control totals, we are not putting out specific restrictions. We are not assigning specific funding types to projects

that are funded locally or qualify from different projects with restrictions that come from Federal dollars. TriMet and SMART will work with the coordinating committees, the Port of Portland and jurisdictions that bring their own revenue to the conversation. These are placeholders for projected revenues for future projects. It was noted the larger projects in the region (I-5 Bridge, Rose Quarter and Burnside Bridge) for specific federal discretionary funds awarded are restricted to these projects.

- Mark Lear noted the City of Portland have dedicated revenues through 2027 for projects. Are these revenues included in these Federal/State discretionary funds? Mr. Leybold agreed. They make up a small percentage of the amount. In the project nomination process we are asking, if you have revenues dedicated to either Federal or State revenues from pre-2024 revenues dedicated to projects you identify them. The projects prior to 2024 already dedicated to a project or spent on a project will be added to the control number.
- Karen Buehrig asked for confirmation on the control total numbers being controlled by the County, not each city. Ms. Ellis agreed. This allows for some movement between cities because of the way they chose to submit projects. Will ODOT and TriMet be submitted on jurisdictional spreadsheets or own their own? It was noted they will submit their own spreadsheets that match control totals.

It was asked if the 2018 spreadsheets were the base we use or have a base from 2023. Ms. Ellis noted work developed from Washington County recently that integrated the 2023 cost estimates with their spreadsheet. The 2028 spreadsheets can be used, and a template is being developed to help now. Lake McTighe added there are two different spreadsheets: one starting with 2018 projects. The template being developed now will have columns to be populated that don't already have projects listed. Once the projects are added in the Hub and have been updated, it's easy to run a report that produces a spreadsheet that has the new project in them with current information.

- Mike McCarthy asked how these project revenues fit in with developer actions and improvements to conditions on projects, such as improvements along roads in the system, traffic signals or turn lanes. Steve Kelley with Washington County noted we include this as part of the transportation TACS revenue including credits for developer improvements. Each city has a revenue forecast that includes their revenue transportation development projects with credits and developer contributions. The last few years credits have exceeded the developer contributions. Mr. Kelley is happy to go over more details if wanted.
- Tara O'Brien noted a missing "0" from TriMet's strategic cost target column. It was thought heard the total size of the strategic is 1.5 – 2x the size of the constrained. Mr. Leybold noted you have already pre-identified 890 outside the strategic potential, which represents just the capital, not identified what local revenues TriMet would want to bring to projects. Ms. O'Brien confirmed strategic cost targets are not incorporating new strategic growth and operations or other strategic projects beyond constrained.
- Mark Lear asked for clarification on why TriMet's strategic was under \$10 million. Mr. Leybold noted TriMet's strategic cost target number only includes project identified not as capital projects, but they didn't think they could actually get to in this planning period based on project schedule. Everyone else gets their locally generated revenue as well. Continued work with TriMet to identify strategic and local revenues will be developed.

Asked if there were any ODOT forecast updates, Mr. Leybold noted factors they are work on are required separating state from federal revenues and subtracting operations and maintenance costs before capital revenues are forecast. They are close to forecasting revenues

with regarding tolling on the I-5 bridge and I-205 widening projects but need further work on forecasting with the Regional Mobility Pricing Project.

Outcomes-Based Technical Analysis: Project List Assessment (Eliot Rose) An overview of the approach for assessing the draft list of project and program priorities for the 2023 Regional Transportation Plan consistent with the RTP policy framework was presented. Updates made to address comments provided by the committee earlier at the past meeting were reviewed. Comments focused on the high-level assessment. Changes have been made in cases where there was consensus among TPAC members and the necessary data and policies are in place to support the recommended change.

Starting with the RTP equitable transportation goal, discussion on changes if made were reviewed:

Draft measure: Is the project located in an Equity Focus Area (EFA)?

Feedback: EFAs are not an adequate framework for assessing equity.

Staff recommendation: No change.

- The adopted RTP directs the region to prioritize investments in Equity Focus Areas.
- Equity Focus Areas are used to evaluate other funding decisions.

Draft measure: Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and ped)?

Feedback #1: Projects that do not primarily invest in transit or active transportation can still make improvements to these networks.

Staff recommendation: Change measure as follows:

Is the project in an investment category that underserved people identified as a priority through RTP community engagement *or does the project complete a gap in the multimodal transportation system?*

Feedback #2: Projects that invest in the motor vehicle network can also benefit equity.

Staff recommendation: No change to equity measures; edit mobility measure to credit motor vehicle projects that advance regional goals: Does the project complete a gap in the RTP pedestrian, bicycle, transit *or motor vehicle* networks?

Answering why the continued equity focus on transit and active transportation, Mr. Rose noted:

- Different communities have different modal needs.
- When doing outreach to marginalized communities, we almost always hear a need for transit, often hear a need for active transportation, and rarely hear a need for driving.
- We always hear a need for affordable and accessible travel options. Transit and biking/walking are more affordable and accessible than driving.
- We always hear a need for multimodal access to destinations. We need to complete the transit and bike/ped networks to provide multimodal options.
- Crediting all modes would render this measure meaningless.

Comments from the committee:

- Karen Buehrig appreciated the clarity provided on the measures and acknowledgement of additional engagement done in the process. It was asked how credits were earned in equity focus areas and outside these areas for projects that provide equitable transportation. Mr. Rose noted the Equity measure now reads “Is the project in an investment category that underserved people identified as a priority through RTP regional community engagement (transit, bike and pedestrian) or does the project complete a gap in the RTP bicycle, pedestrian or transit network?” The assessment would give credit for each investment category providing equitable transportation, including Active Transportation, Transit (High Capacity, Better Bus, or

Other), or projects that complete a gap in the regional active transportation network as part of a throughway, roadway or bridge project receive credit.

- Jaimie Lorenzini asked for clarification on both equity and mobility measures that address completing a gap in the RTP network. This could mean either infrastructure between two points in the network or expanding the network to places beyond the existing network. Mr. Rose noted gaps are defined for the purpose of the RTP by comparing the planned network to the current network, and gaps are places we note in the planned network we want to have a facility not there yet. The needs assessment maps help provided this information.
- Chris Ford appreciated the approach and staff time to explain this. Concerns were expressed on naming projects investment categories, that while equity measures were important, addition to safety with these investment categories could be considered. They often relate to both goals. For the assessment approach, it seems this asks for getting points if you want the point rather than warrant or justify why you earn the point with the project. For Call for Projects applicants could describe why their project qualifies for the points.

It was asked for more information on what advance feedback on project means. Mr. Rose noted later in the presentation this would be answered, and more on the self-certification process in the RTP. It was noted that where safety is placed was challenging. There is a close relationship between equity and safety. The approach we are inclined to go is keeping measures in the category that most makes sense.

Mr. Rose continued with the presentation with Climate: system-level resilience measures.

Feedback: The proposed system-level evaluation does not capture climate resilience.

Staff recommendation:

- Report on total RTP spending on resilience (and on all other criteria and goals included in the high-level assessment).
- Develop system-level measures for resilience once a regional disaster preparedness plan is in place.

Economy: support for emerging centers

Draft measure: Is the project located in a 2040 center, station community, industrial area, or employment area?

Feedback: the high-level evaluation should capture whether transportation investments support planned growth in developing areas of the region.

Staff recommendation: Change measure as follows:

Is the project located in a 2040 center, station community, industrial area, employment area, or urban growth boundary expansion area?

Economy: access to jobs

Draft measure: Is the project located in an area that offers higher-than-average access to jobs?

Feedback: What about increasing access in areas with lower-than-average access to jobs?

Staff recommendation: No change; show data and collect additional feedback.

Maps were shown where the 2040 growth covers some of the region and where this measure captures projects that help provide access to growth areas.

Reasons we recommended the draft measure is the draft measure is also used in the RFFA evaluation, areas that offer high levels of access typically have land uses that make for successful transportation Projects, adding credit for projects in UGB expansion areas is the best way to credit projects that support increases in access where we need them most, and crediting projects in both high-access and low access areas would render the measure meaningless.

Other edits for clarity / consistency were provided:

- Under Safety, give credit to projects located both along high injury corridors *and at high injury intersections*.
- Under mobility, give credit to projects that include ADA-, pedestrian-, bicycle- or transit-supportive design elements *or system management elements*.
- Clarify that “access to destinations” is the same as “access to jobs.”

Comments from the committee:

- Mark Lear noted the change from “destination” for “jobs”. Concerns were noted in doing this for access to schools and better transit access among other places. What were the reasons for not calling out equity focus destinations? Mr. Rose noted this was a change in wording not the analytical intent. Access to equitable destinations is challenging at region level because they are so much diverse in what the destinations are. Data follows the jobs access analysis in past RTP, with travel patterns showing the distribution mirroring access to jobs. Mr. Lear noted data linked from transit routes to displacement in equity focus areas which will be shared.
- Karen Buehrig noted the Economic Value Atlas, and still not confident with how this tracks job access that have low-wage jobs with accessibility within 30 minutes. It seems to say this investment gets an extra point because this census tract already has low-wage jobs accessibility within 30 minutes. We want these investments to be improving access that improve job access to where there is job activity. It’s not adequately measuring the improvement that projects give related to the economy.

Mr. Rose agreed the purpose should be on the impact of the project on access, but with the constraints of this analysis it’s hard to capture the improvement that fits into the yes/no criteria. A better policy framework at how projects are looked at can be done in the future. Ms. Buehrig noted people are looking to talk about how our investments are supporting our economy and these investments are being made to areas that don’t have a lot of access now but it’s important for improving access to jobs.

- Allison Boyd noted, would it make more sense to use the Job Activity measure (tracts above average) instead of the Job Access measure?
- Jaimie Lorenzini noted the maps seem centralized and leave out urban expansion areas. Some locations in these areas have not progressed in the way intended, so that consideration for projects in these areas might be given an extra point to remove barriers to spur development to get to housing and new jobs needed for access. Mr. Rose noted this is what we are proposing to do.

Ms. Lorenzini noted the need for more emphasis on mitigation of our carbon footprint and adaptation of resiliency measures given our region already experience extreme weather. Mr. Rose noted the call for projects does ask specifically if the project addresses resiliency and we will be crediting projects that make that investment under the resilience measure.

- Chris Ford asked, regarding the economy, how did freight fit in with the project level analysis. Mr. Eliot noted the mobility policy is where we are defining where the gaps are. Ms. Ellis noted freight is a part of the motor vehicle network, with freight network part of the intermodal connectors in this system, a critical part of the freight business that runs through industrial areas and arterials.

From an earlier question, it was asked what are the afterwards to advance projects, and why a project assessment level. Ms. Ellis noted these assessments help us explain how specific projects advance goals in the RTP with priorities of planned investments.

- Jessica Pelz noted the blue/gray map showing access to low-wage jobs. It appeared to show concentration in Portland and then radiating to lower density in the region. It was asked if this showed density of jobs or density of population. For job accessibility in 30 minutes, it doesn't seem to capture what Washington County has in their index. Does it include shuttles or last mile options? Mr. Rose noted what we are doing for this map is taking the center of each census tract and drawing a space where we can reach within 30 minutes of travel time. We count the number of jobs within that space. It measures how many jobs we can travel to in each of these areas in a 30-minute travel time. Shuttle travels may not be included in this but could be added moving forward. Mr. Rose will follow up on more details.

Committee comments on creating a safe space at TPAC – none received

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 3:03 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, December 13, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/13/2022	12/13/2022 TPAC Workshop Agenda	121322T-01
2	Memo	12/9/2022	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 RTP Call for Projects Process and Timeline	121322T-02
3	Attachment 1	12/2/2022	DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects	121322T-03
4	Attachment 2	12/6/2022	2023 REGIONAL TRANSPORTATION PLAN Community Engagement Summary	121322T-04
5	Attachment 3	N/A	Examples of RTP Projects and Programs	121322T-05
6	Memo	12/9/2022	TO: TPAC and Interested parties From: Ted Leybold, Resource Development Manager and Kim Ellis, RTP Project Manager RE: Draft revenue forecast and cost targets assumptions and methods for the 2023 Regional Transportation Plan Call for Projects	121322T-06
7	Attachment 1	12/9/2022	Draft Local Agency Revenue Forecasts for 2023 to 2045	121322T-07
8	Attachment 2	12/9/2022	Draft RTP cost targets for capital projects, in millions of YOE dollars	121322T-08
9	Memo	12/8/2022	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager and Eliot Rose, Senior Transportation Planner RE: Outcomes-Based Technical Analysis for the 2023 Regional Transportation Plan	121322T-09
10	Presentation	12/13/2022	Overview of Timeline and Process for Call for Projects	121322T-10
11	Presentation	12/13/2022	Draft 2023 RTP Revenue Forecast Assumptions and Project List Cost Targets	121322T-11
12	Presentation	12/13/2022	2023 RTP High-level project assessment: follow-up discussion	121322T-12

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADVANCING METRO) RESOLUTION NO. 22-5308
ELIGIBLE UNIFIED PLANNING WORK)
PROGRAM (UPWP) PROJECTS FOR) Introduced by: Chief Operating Officer
INCLUSION IN THE STATE FISCAL YEAR 2024) Marissa Madrigal in concurrence with
UPWP AND COMPLETING A SCOPE CHANGE) Council President Lynn Peterson
FOR AN ODOT AMERICANS WITH)
DISABILITIES CURBS AND RAMPS PROJECT)

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, preliminary development of Metro's State Fiscal Year 2024 Unified Planning Work Program (UPWP) now requires re-programming of multiple MTIP supporting UPWP projects; and

WHEREAS, three Regional Flexible Fund Allocation (RFFA) Step 1 funded projects supporting the SFY 2024 UPWP are being advanced to FFY 2023 and will be combined into the single UPWP Master Agreement project key; and

WHEREAS, the advancement and combining effort affects the planned SFY 2024 UPWP Surface Transportation Block Grant allocations to the Freight and Economic Development Planning, Transportation System Management and Operations, and Regional Planning funds to simplify the federal obligation process and be included as part of Metro's FFY 2023 Obligation Targets program; and

WHEREAS, Federal Highways Administration based Planning funds and Federal Transit Administration Section 5303 funds allocated for the Metro SFY 2024 UPWP are being adjusted based on their latest approved funding levels; and

WHEREAS, the city of Portland is designating Lombard St (OR99E) as a pilot project to evaluate expedited and streamlined Americans with Disabilities Act (ADA) permitting processes which impacts the Oregon Department of Transportation planned ADA curb and ramp improvement project in the area and now requires a scope change to drop the OR99E segment and adjust the revised project for inflationary cost increases; and

WHEREAS, Metro staff reviewed all project changes 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 January 6, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 19, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the five projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-5308

January FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: JA23-05-JAN
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22146 MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # 22170 MTIP ID 71125	Metro	TSMO Administration (FFY 2023)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)	<u>ADVANCE & COMBINE</u> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # 22152 MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
#4 ODOT Key 22311 MTIP ID 71225	Metro	Portland Metro Planning SFY24	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<u>ADD & COMBINE</u> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#5) ODOT Key # 22469 MTIP ID 71259	ODOT	US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	SCOPE & COST CHANGE: PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.

Proposed Amendment Review and Approval Steps:

- Wednesday, January 4, 2023: Post amendment & begin 30-day notification/comment period
- Friday, January 6, 2023: TPAC meeting (Required notification)
- Thursday, January 19, 2023: JPACT meeting
- Thursday, February 9, 2023: Metro Council meeting
- Wednesday, February 15, 2023: Signed resolution available to complete amendment bundle
- Thursday, February 16, 2023: Metro approved January 2023 Formal MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Final amendment approval dates: Final approvals from FHWA and FTA can take up to thirty days or longer to complete.

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for Freight and Goods Movements planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro			Project Type:	Local Road	ODOT Key:	22146
Project Name: Freight and Economic Development Planning (FFY 2023)	1		Fiscal Constraint Cat:	Planning	MTIP ID:	71119
			ODOT Type	SM&O	Status:	0
Project Status: 0 = No activity.			Performance Goal:	N/A	Comp Date:	9/30/2024
			Capacity Enhancing:	No	RTP ID:	11103
			Conformity Exempt:	Yes	RTP Approval:	12/6/2018
			On CMP:	No	Trans Model:	12/6/2018
			30 Day Notice Begin:	1/4/2023	TCM:	No
			30 Day Notice End:	2/2/2023	TSMO Award	No
			Funding Source	Metro	TSMO Cycle	N/A
			Funding Type:	STBG	RFFA ID:	50410
			State Highway Route	No	RFFA Cycle:	2022-24
			Mile Post Begin:	N/A	UPWP:	Yes
Short Description: Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)			Mile Post End:	N/A	UPWP Cycle:	SFY 24
			Length:	N/A	Past Amend:	1
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	2/9/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	1	OTC Date	N/A
			STIP Amend #:	TBD	MTIP Amnd #:	JA23-05-JAN

Detailed Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)

STIP Description: N/A

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	\$ 76,491					\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 8,755					\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	-
Year of Expenditure Cost Amount:							\$	-

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (85,246)	\$ -	\$ -	\$ -	\$ -	\$ (85,246)
Phase Change Percent:	100%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22146 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance

Public Notification and Comment Process:	
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? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro Freight/Goods Movements program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

Other Review Areas

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

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
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 is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22146 | MTIP ID: 71119
 Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for TSMO administration planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro		Project Type:	Other (ITS)	ODOT Key:	22170
Project Name: TSMO Administration (FFY 2023)	2	Fiscal Constraint Cat:	SM&O	MTIP ID:	71125
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11104
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: JA23-05-JAN	

Detailed Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71116/RFFA ID 50407). (FY 2023 allocation year)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	-				\$ 194,369	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 22,246	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (216,615)	\$ (216,615)
Phase Change Percent:	0%	0%	0%	0%	100%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	0%	0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22170 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
Public Notification and Comment Process:	
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? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11104 - Regional TSMO Program Investments for 2018-2027
1B	RTP Project Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas

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

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
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 is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22170 | MTIP ID: 71125
TSMO Administration (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for annual UPWP planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro		Project Type:	Other	ODOT Key:	22152
Project Name: Regional MPO Planning (FFY 2023)	3	Fiscal Constraint Cat:	Planning	MTIP ID:	71132
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11103
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
Short Description: Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: JA23-05-JAN	

Detailed Description: Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)

STIP Description: TBD

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	\$ 1,442,694				-	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 165,123				-	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	-
Year of Expenditure Cost Amount:							\$	-

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (1,607,817)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,607,817)
Phase Change Percent:	0%	0%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	0.00%	N/A	N/A	N/A	N/A	N/A	0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22152 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
Public Notification and Comment Process:	
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? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas

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

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
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 is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22152 | MTIP ID: 71132
Regional MPO Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for various annual UPWP planning needs will be used as part of the SFY 2024 UPWP Master Agreement. As a result, they are being into Key 22311 which will become the Metro SFY 24 UPWP Master Agreement list of approved projects



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

**MTIP Formal Amendment
ADD & COMBINE**
Combine into 22311 scope & funds
from Keys 22146, 22170, & 22152

Lead Agency: Metro		Project Type:	Other	ODOT Key:	22311
Project Name: Portland Metro Planning SFY24	4	Fiscal Constraint Cat:	Planning	MTIP ID:	71132
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11103
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
Length:	N/A	Past Amend:	1		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:	2/9/2023		
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	1	OTC Date	N/A		
		STIP Amend #: TBD		MTIP Amnd #: JA23-05-JAN	

Detailed Description: Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.

Key 22311 will become the SFY 2024 UPWP Master Agreement list of approved projects based on the final approved annual UPWP. RFFA Step 1 STBG funding is allocated to various UPWP projects which are now being combined into Key 22311. This includes STBG from Keys 22146, 22170, and 22152. PL and 5303 funds are adjusted based on revised approved funding allocations.

STIP Description: TBD

Last Amendment of Modification: Formal - ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
PL	Z450	2023	\$ 2,107,855					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
5303	Z77D	2023	\$ 620,694					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
								\$ -
							Federal Totals:	\$ 5,687,700

PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources

State Funds								
State (PL)	Match	2023	\$ 241,253					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (St STBG)	Match	2023	\$ 23,108					\$ 23,108
								\$ -
							State Total:	\$ 324,890

Local Funds							
Local (5303)	Match	2023	\$ 71,041				\$ -
Local (5303)	Match	2023	\$ 153,077				\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124				\$ 196,124
							\$ -
Local Total							\$ 349,201
Phase Totals Before Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ 3,040,843
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):							\$10+ million
Year of Expenditure Cost Amount:							\$10+ million

Programming Summary Details							
Why project is short programmed: This amendment is one of multiple that will occur as the SFY 24 UPWP approved budget is under development. However, Keys 22146, 22152, and 22170 will be committed to the UPWP Master Agreement list of final approved projects. Additional STBG and local overmatch will be added to Key 22311 per the developed and approved SFY 2024 UPWP budget.							
Phase Change Amount:	\$ 3,522,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,522,840
Phase Change Percent:	116%	0%	0%	0%	0%	0%	116%
Revised Match Federal:	\$ 674,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 674,091
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						TBD
Federal Funds Obligated:						TBD
Initial Obligation Date:						Other Notes ODOT's contribution is added in the form of State STBG. STBG-U from Keys 22146, 22152, and 22170 is being added now.
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 and combines STBG-U from Keys 22146, 22170, and 22152. It also updates the PL and 5303 funding levels per ODOT allocation updates. State STBG is also being added as part of their annual contribution. This amendment is the first of a possible two formal amendments needed to add the approved funding to the FY 2024 UPWP Master Agreement list of projects. Still to determine will be the required STBG-U in support of Next Corridor Planning activities. Local overmatch also will need to be added once the final SFY 24 UPWP budget is developed and approved.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance

Public Notification and Comment Process:	
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? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

Other Review Areas

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

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
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 is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

FINAL NUMBERS FOR SFY 24				
Attachment A				
FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S				
URBANIZED AREA				
FEDERAL FISCAL YEAR 2023 (State Fiscal Year 2024)				
FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2024 PL (#22311)	2,316,577.14	265,142.62	0	2,581,719.76
FY 2022 PL Savings (Move from #20597 to #22311)	320,115.58	36,638.66	0	356,754.24
FY 2024 ODOT's STBG Funds (#22311)	201,892.50	23,107.50		225,000.00
FY 2022 STBG Savings (Move from #20597 to #22311)	286,903.88		32,837.43	319,741.31
FY 2024 5303 Funding (#22311)	766,102.05		87,683.81	853,785.86
FY 2022 5303 Saving (#20597 move saving to #22311)	571,350.55		65,393.63	636,744.18
Metro Total	4,462,941.70	324,888.78	185,914.87	4,973,745.35

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ODOT Key: 22170 | MTIP ID: 71125

TSMO Administration (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

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ODOT Key: 22152 | MTIP ID: 71132

Regional MPO Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	

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ODOT Key: 22146 | MTIP ID: 71119

Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	

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ODOT Key: 22311 | MTIP ID: 71225

Portland Metro Planning SFY24 - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2023		\$2,728,549	\$312,294		\$3,040,843	<input type="checkbox"/>
	2017	Metro Planning (Z450)	\$2,107,855	\$241,253		\$2,349,108	
	2018	Metro PL (5303)	\$620,694	\$71,041		\$691,735	
Totals >>			\$2,728,549	\$312,294	\$0	\$3,040,843	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: PBOT has agreed to treat Lombard St as a pilot project to evaluate and streamlining PBOT ADA permitting process. As a result, Key 22469 name, scope and funding is being adjusted to reflect the updated expedited process. \$1.6 million is also added from ADA program.



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

**MTIP Formal Amendment
SCOPE & COST CHANGE**
Delete US99E scope & ROW, adjust
Name, and increase funding

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22469
Project Name: US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	5	Fiscal Constraint Cat:	SM&O	MTIP ID:	71259
		ODOT Type	ADAP	Status:	6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight completion of utility relocation activities, etc.).		Performance Goal:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:		Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
Short Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	US30B	State Highway Route	OR99E	RFFA ID:	N/A
	4.50	Mile Post Begin:	1.45	RFFA Cycle:	N/A
	5.35	Mile Post End:	4.57	UPWP:	No
	0.85	Length:	0.00	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Past Amend:	3
		FTA Conversion Code:	N/A	Council Appr:	Yes
		1st Year Program'd:	2023	Council Date:	12
		Years Active:	1	OTC Approval:	No
		STIP Amend #: 21-24-3009		OTC Date	N/A
				MTIP Amnd #: JA23-05-JAN	

Detailed Description: On US30BY (~~NE Lombard St~~), ~~and OR99E~~ at multiple site locations in Portland, ~~Milwaukie, and Oregon City~~, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards and reduce mobility barriers and make state highways more accessible to disabled persons (2-2022 Admin Mod splits and reprograms funding and deliverables among three existing projects Keys 22468, 22469, and 22470. Scope remains unchanged) (1/23 FA = drops OR99E Scope)

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

Last Amendment of Modification: Administrative - June 2022 - AM22-23-JUN3 - PHASE SLIP: Slip ROW, UR, and Construction phases from FFY 2022 to FFY 2023 due to unresolved project issues delaying implementation

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2023	-		\$ 269,190			\$ -
AC-STBGS	ACP0	2023				\$ 43,968		\$ -
State STBG	Y240	2023				\$ 43,968		\$ 43,968
AC-STBGS	ACP0	2023					\$ 897,300	\$ -
State STBG	Y240	2023					\$ 2,602,170	\$ 2,602,170
								\$ -
							Federal Totals:	\$ 2,646,138
State Funds								
State	Match	2023			\$ 30,810			\$ -
State	Match	2023				\$ 5,032		\$ 5,032
State	Match	2023					\$ 102,700	\$ -
State	Match	2023					\$ 297,830	\$ 297,830
								\$ -
							State Total:	\$ 302,862
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ 300,000	\$ 49,000	\$ 1,000,000	\$ 1,349,000	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 49,000	\$ 2,900,000	\$ 2,949,000	
Total Project Cost Estimate (all phases):							\$	2,949,000
Year of Expenditure Cost Amount:							\$	2,949,000

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ -	\$ (300,000)	\$ -	\$ 1,900,000	\$ 1,600,000
Phase Change Percent:	0%	0%	-100%	0%	190%	119%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ 5,032	\$ 297,830	\$ 302,862
Revised Match Percent:	N/A	N/A	0%	10.27%	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						S081(083)
Initial Obligation Date:						Other Notes: ADA scope improvements remain unchanged, but the quantity and location changes
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: PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting. As a result, Key 22469's scope, name, and funding are being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated. The cost increase along with the scope update triggers the need for a formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, project location map.

Public Notification and Comment Process:	
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? January 4, 20223 through February 2, 2024
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 are included in a public notification comment log and passed on to Metro communications staff, and/or ODOT public information contacts to determine appropriate replies. For this specific project, no significant comments are expected.
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes
2B	What is the funding source for the project? Available funding from the ODOT ADA program
2C	Was the Proof-of Funding requirement satisfied and how? Acknowledgement from ADA Program that the funds are available to the project.
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, the project is exempt per 40 CFR 93.126, Table
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No. The project is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #5 - 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 Performance Evaluation Assessment requirement does not apply for this project.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the UPWP.
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

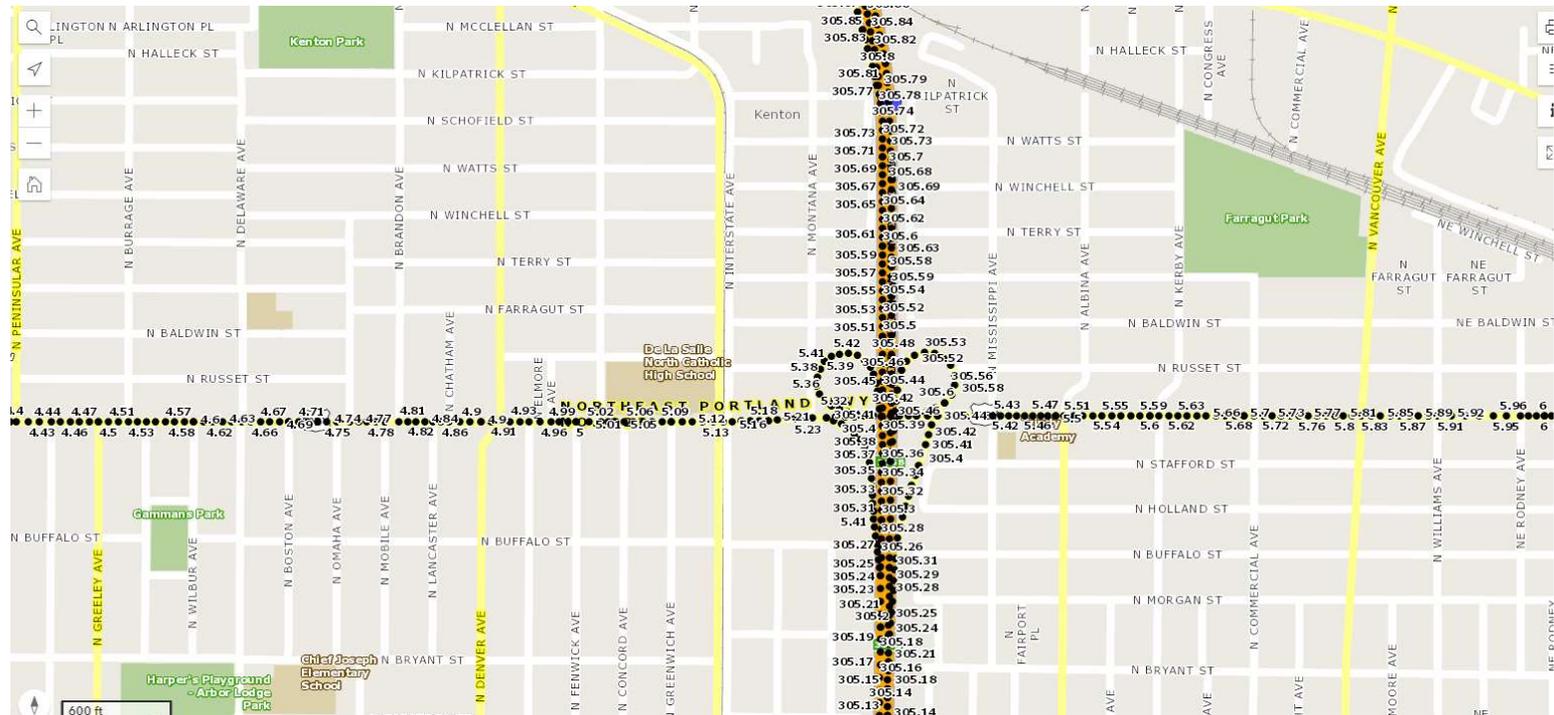
Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
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?
3	Is the project designated as a Transportation Control Measure (TCM)?
4	Is the project location identified on a Congestion Management Plan route?

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State 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
RW	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		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	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		100.00%	49,000.00	89.73%	43,967.70	10.27%	5,032.30	0.00%	0.00
	UR Totals				100.00%	49,000.00		43,967.70		5,032.30	0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		100.00%	2,900,000.00	89.73%	2,602,170.00	10.27%	297,830.00	0.00%	0.00
	CN Totals				100.00%	2,900,000.00		2,602,170.00		297,830.00	0.00
Grand Totals							2,949,000.00		2,646,137.70		302,862.30





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 29, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January FFY 2023 MTIP Formal Amendment & Resolution 22-5308 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADVANCING METRO ELIGIBLE UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS FOR INCLUSION IN THE STATE FISCAL YEAR 2024 UPWP AND COMPLETING A SCOPE CHANGE FOR AN ODOT AMERICANS WITH DISABILITIES CURBS AND RAMPS PROJECT

BACKGROUND

What This Is:

The January FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle is primarily a positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The January FFY 2023 Formal MTIP Amendment also completes a necessary scope and cost change to one of ODOT's Americans with Disabilities (ADA) projects. The summary of changes includes the following:

- Three Metro Regional Flexible Fund Allocation (RFFA) Step 1 UPWP program allocations for the SFY 24 UPWP (Freight/Goods Movements administration (Key 22146), TSMO administration (Key 22170), and the FFY 2023 UPWP STBG Regional Planning allocation (in Key 22152) are being advanced from non-constrained out-tears of the MTIP and combined into Key 22311.
- Key 22311 will function as the primary SFY 2024 UPWP project containing all approved UPWP projects part of the Master Agreement with ODOT.
- The ODOT State contribution is being added to Key 22311.
- Finally, Federal Highways based "PL" planning funds, and Federal Transit based Administration Section 5303 funding levels are being updated per revised authorized amounts to the MPOs.
- The fifth project in the bundle is an ODOT ADA improvement project on US30BY and OR99E is completing a scope and cost change to drop the OR99E portion and adjust the costs for the remaining US30BY ADA improvement portion.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

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

December FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JA23-05-JAN				
Total Number of Projects:56				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22146 MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # 22170 MTIP ID 71125	Metro	TSMO Administration (FFY 2023)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)	<u>ADVANCE & COMBINE</u> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # 22152 MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#4) ODOT Key # 22311 MTIP ID: 71225	Metro	Portland Metro Planning SFY24	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<u>ADD & COMBINE</u> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.
(#5) ODOT Key # 22469 MTIP ID: 71259	ODOT	US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<u>SCOPE & COST CHANGE:</u> PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being

				adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.
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AMENDMENT BUNDLE SUMMARY:

A total of five projects are included in the January FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number JA23-05-JAN. All changes are to existing projects. There are no new projects included in the bundle. 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 January 4, 2023 and closed on February 2, 2023.

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

Project #1 Key 22146	Freight and Economic Development Planning (FFY 2023) (Advance & Combine) Lead Agency: Metro
<u>Project Description:</u> Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: Metro • ODOT Key Number: 22146 • MTIP ID#: 71119 • RTP ID: 11103 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No. • Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects. • Special Amendment Performance Assessment Required: No. Same reason as for performance measurements. • Were overall RTP Consistency checks achieved and satisfactory? Yes • UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP • Can the required changes be made to the MTIP without issues? Yes 	
<u>Description of Changes</u> The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.	

Each year Metro develops the annual Unified Planning Work Program (UPWP). As the MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:

- Planning priorities for the region
- Projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- Transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

The final approved UPWP and budget will include twenty or more planning projects. Some are required to remain as stand-alone projects and are programmed separately in the MTIP and STIP. The remaining UPWP projects are consolidated into a single Master Agreement list of approved projects. Rather than obligation eighteen or more separate projects and trying to manage their obligations and expenditures separately, they are combined into a single project and obligated together at the same time.

Developing the annual UPWP is a multi-step process which TPAC members participate. Initially, the projects are identified individually as a RFFA Step 1 approved allocation for their specific year. From there, the process refines the list and approved funding. The final product produces a summary budget table containing the project list. The below table is an example from the SFY 23 UPWP approved budget for reference.

METRO	Requirements Total Direct and Indirect Costs	Resources										
		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Regional Transportation Planning												
1 Transportation Planning	\$ 469,533					\$ 421,312	\$ 48,221					\$ 469,533
2 Climate Smart Implementation	\$ 478,854					\$ 69,858	\$ 7,996			\$ 401,000		\$ 478,854
3 Regional Transportation Plan Update 2023	\$ 2,632,643	\$ 289,828	\$ 33,172			\$ 539,089	\$ 61,701			\$ 1,458,853	\$ 250,000	\$ 2,632,643
4 Metropolitan Transportation Improvement Program	\$ 1,615,520	\$ 1,243,227	\$ 142,293							\$ 230,000		\$ 1,615,520
5 Air Quality Program	\$ 26,918					\$ 24,153	\$ 2,764					\$ 26,918
6 Regional Transit Program	\$ 384,984					\$ 121,121	\$ 13,863			\$ 250,000		\$ 384,984
7 Regional Freight Program	\$ 215,337					\$ 193,222	\$ 22,115					\$ 215,337
8 Complete Streets Program	\$ 126,635					\$ 113,630	\$ 13,005					\$ 126,635
9 Regional Travel Options and Safe Routes to School Program	\$ 3,804,676							\$ 3,642,938	\$ 161,738			\$ 3,804,676
10 Transportation System Management & Operations - Regional Mobility Program	\$ 310,438					\$ 278,556	\$ 31,882					\$ 310,438
11 Enhanced Transit Concepts Program	\$ 2,513,252									\$ 2,513,252		\$ 2,513,252
12 Regional Freight Delay and Commodities Movement Study	\$ 130,000					\$ 116,649	\$ 13,351					\$ 130,000
13 Economic Value Atlas Implementation	\$ 66,491					\$ 59,663	\$ 6,828					\$ 66,491
14 Regional Emergency Transportation Routes Phase 2	\$ 138,216									\$ 138,216		\$ 138,216
Regional Transportation Planning Total	\$ 12,913,498	\$ 1,533,055	\$ 175,465	\$ -	\$ -	\$ 1,937,253	\$ 221,727	\$ 3,642,938	\$ 161,738	\$ 4,853,105	\$ 388,216	\$ 12,913,498
Regional Corridor/Area Planning												
1 Investment Areas Corridor Refinement and Project Development	\$ 547,668									\$ 547,668		\$ 547,668
2 Southwest Corridor Transit Project	\$ 537,215							\$ 413,750	\$ 97,218		\$ 26,248	\$ 537,215
3 Columbia Connects	\$ 133,136					\$ 119,463	\$ 13,673					\$ 133,136
4 City of Portland Transit and Equitable Development Assessment	\$ 50,000							\$ 50,000				\$ 50,000
5 TV Highway Transit and Development Project	\$ 1,089,418					\$ 224,043	\$ 25,643	\$ 425,000	\$ 47,222	\$ 367,511		\$ 1,089,418
6 Westside Multimodal Improvements Study	\$ 267,681							\$ 125,000		\$ 142,681		\$ 267,681
7 82nd Ave	\$ 817,401					\$ 244,697	\$ 28,007			\$ 544,697		\$ 817,401
Regional Corridor/Area Planning Total	\$ 3,442,518	\$ -	\$ -	\$ -	\$ -	\$ 588,202	\$ 67,322	\$ 1,013,750	\$ 144,440	\$ 1,602,556	\$ 26,248	\$ 3,442,518
Administration & Support												
1 MPO Management and Services	\$ 473,552	\$ 349,842	\$ 40,041							\$ 83,669		\$ 473,552
2 Data Management and Visualization	\$ 1,695,045			\$ 461,429	\$ 52,813					\$ 1,180,804		\$ 1,695,045
3 Land Use and Socio-Economic Modeling Program	\$ 375,831			\$ 300,137	\$ 34,352					\$ 41,341		\$ 375,831
4 Travel Model Program	\$ 727,063	\$ 289,161	\$ 33,096	\$ 290,000	\$ 33,192					\$ 81,614		\$ 727,063
5 Oregon Household Travel and Activity Survey Program	\$ 237,514					\$ 213,121	\$ 24,393					\$ 237,514
6 Technical Assistance Program	\$ 111,759					\$ 100,281	\$ 11,478					\$ 111,759
7 Intergovernmental Agreement Fund Management	\$ 2,406,523									\$ 2,406,523		\$ 2,406,523
Administration & Support Total	\$ 6,027,287	\$ 639,003	\$ 73,137	\$ 1,051,566	\$ 120,356	\$ 313,403	\$ 35,870	\$ -	\$ -	\$ 3,793,951	\$ -	\$ 6,027,287
GRAND TOTAL	\$ 22,383,303	\$ 2,172,058	\$ 248,602	\$ 1,051,566	\$ 120,356	\$ 2,838,858	\$ 324,920	\$ 4,656,688	\$ 306,178	\$ 10,249,612	\$ 414,464	\$ 22,383,303

As the annual budget table takes shape, related MTIP programming adjustments also begin occurring. The purpose is the position the required funding for the expected approved projects in the correct year, and begins the single-key programming

consolidation for the Master Agreement list of approved projects. For the SFY 2024 UPWP Master Agreement list of approved projects, Key 22311 will be used as the single obligation project Key.

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

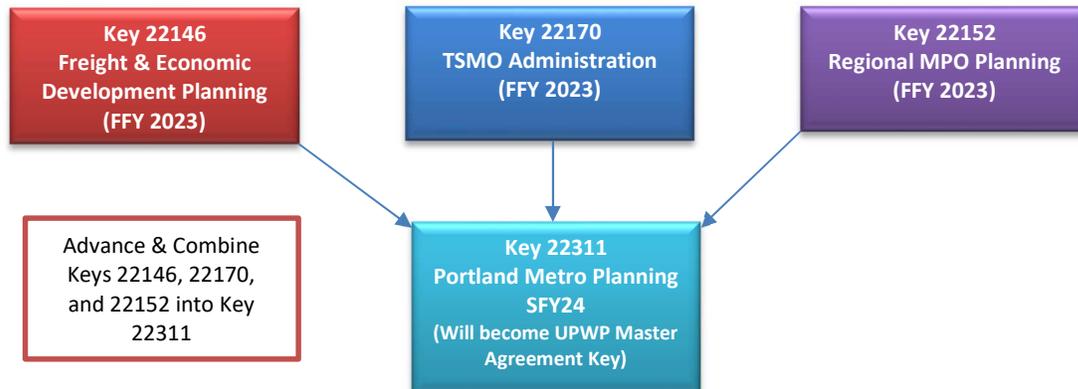


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description			Project Type	
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			Other	
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOES)			\$2,728,549	\$312,294	\$0	\$3,040,843

Since the UPWP includes federal Metro Surface Transportation Block Grant (STBG-U) funds, they federal funds are also part of Metro’s required annual Obligation Targets program. Unfortunately, the obligation targets must be completed and submitted to ODOT by the end of December. The UPWP budget is not completed until nearly March. Due to this disconnect, staff rely in a multi-step amendments process to complete the required adjustments once the projects are known and funding amounts for them are clear.

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22146 takes the allocated UPWP administrative funds for the Freight/Goods Movements program, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22146

- Scope and funds are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Freight and Economic Development Planning (FFY 2023)				
Project IDs		Project Description			Project Type	
ODOT KEY	22146	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)			Freight	
MTIP ID	71119					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$76,491	\$8,755	\$0	\$85,246
FY 21-26 Totals			\$76,491	\$8,755	\$0	\$85,246
Estimated Project Cost (YOE\$)			\$76,491	\$8,755	\$0	\$85,246

Project #2 Key 22170	TSMO Administration (FFY 2023) (Advance & Combine) Lead Agency: Metro
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Project Description:
Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)

- Identifications/Key Consistency Check Areas:
- Lead Agency: Metro
 - ODOT Key Number: **22170**
 - MTIP ID#: 71125
 - RTP ID: 11104
 - Proof-of Funding/Fiscal Constraint Demonstrated: Yes
 - Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
 - OTC approval required: No.
 - Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.
 - Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
 - Were overall RTP Consistency checks achieved and satisfactory? Yes
 - UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
 - Can the required changes be made to the MTIP without issues? Yes

Description of Changes
The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

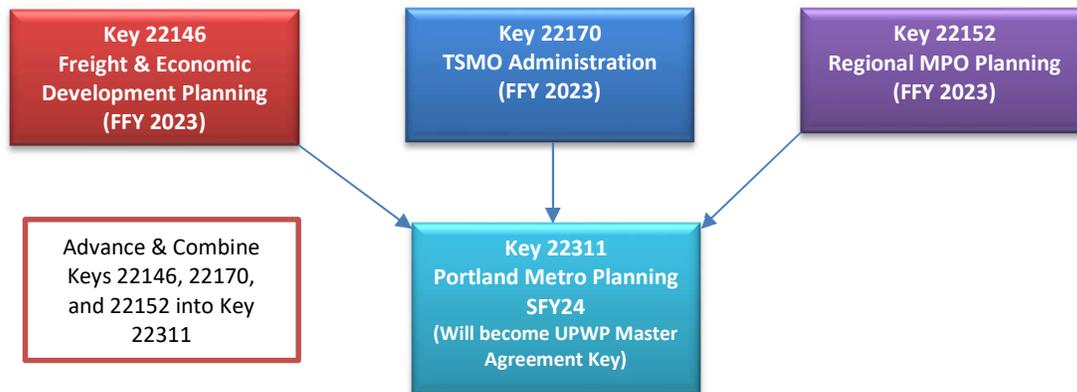
2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description			Project Type	
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			Other	
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOE\$)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22170 takes the allocated UPWP administrative funds for the Transportation Systems Management and Operations (TSMO) program, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22170

- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		TSMO Administration (FFY 2023)				
Project IDs		Project Description			Project Type	
ODOT KEY	22170	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2023 allocation year)			Transportation System Management Operations	
MTIP ID	71125					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$194,369	\$22,246	\$0	\$216,615
FY 21-26 Totals			\$194,369	\$22,246	\$0	\$216,615
Estimated Project Cost (YOE\$)			\$194,369	\$22,246	\$0	\$216,615

Project #3 Key 22152	Regional MPO Planning (FFY 2023) (Advance & Combine) Lead Agency: Metro
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Project Description:

Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro
- ODOT Key Number: **22152**
- MTIP ID#: 71132
- RTP ID: 11103
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.
- Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
- Can the required changes be made to the MTIP without issues? Yes

Description of Changes

The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

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

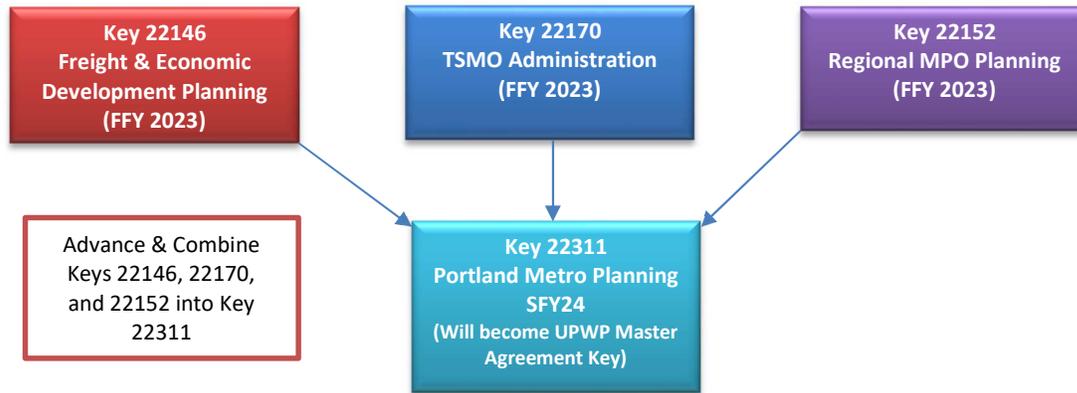


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOE\$)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master

Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22152

- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2023)				
Project IDs		Project Description			Project Type	
ODOT KEY	22152	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)			Regional Program	
MTIP ID	71132					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,442,694	\$165,123	\$0	\$1,607,817
FY 21-26 Totals			\$1,442,694	\$165,123	\$0	\$1,607,817

Project #4 Key 22311	Portland Metro Planning SFY24 (Add & Combine) Lead Agency: Metro
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Project Description:
Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro
- ODOT Key Number: **22311**
- MTIP ID#: 71225
- RTP ID: 11103
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.

- Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
- Can the required changes be made to the MTIP without issues? Yes

Description of Changes

The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

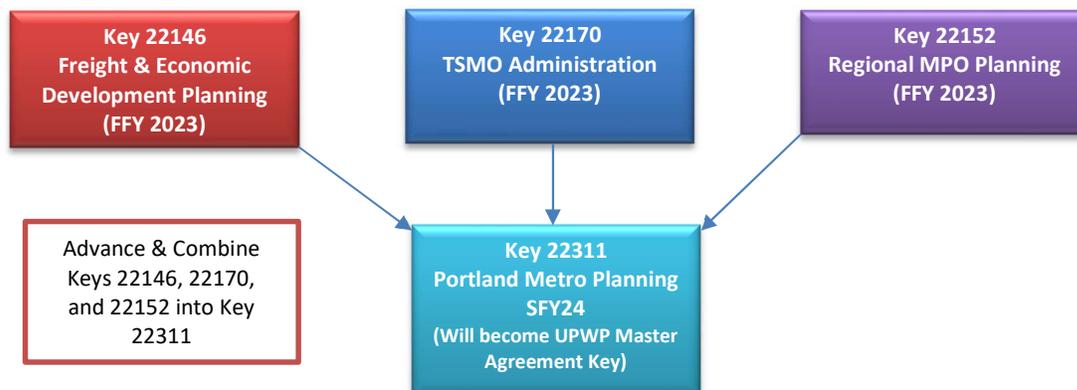
2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOE\$)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Revised MTIP Programming for Key 22311

- PL and 5303 funds are updated per latest authorizations. STBG-U from Keys 22146, 22170, and 22152 are advanced and combined into Key 22311.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
PL	Z450	2023	\$ 2,107,855					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
5303	Z77D	2023	\$ 620,694					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					\$ 201,892
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources							Federal Totals:	\$ 5,687,700
State Funds								
State (PL)	Match	2023	\$ 241,253					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (st STBG)	Match	2023	\$ 23,108					\$ 23,108
							State Total:	\$ 324,890
Local Funds								
Local (5303)	Match	2023	\$ 71,041					\$ -
Local (5303)	Match	2023	\$ 153,077					\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124					\$ 196,124
							Local Total:	\$ 349,201
Phase Totals Before Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):								\$10+ million
Year of Expenditure Cost Amount:								\$10+ million

Project #5
Key
22469
US30BY & OR99E Curb Ramps (Portland)
US30BY Curb Ramps (Portland)
(Scope & Cost Change)
Lead Agency: ODOT

Project Description:
Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- ODOT Key Number: **22469**
- MTIP ID#: 71259
- 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: No.
- Performance Measurements applicable: Yes, Safety
- Special Amendment Performance Assessment Required: No.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: No
- Can the required changes be made to the MTIP without issues? Yes

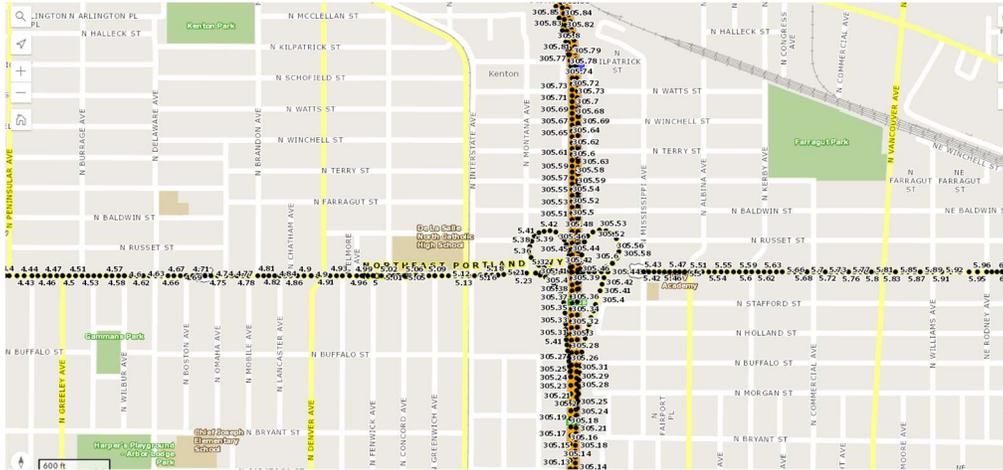
Description of Changes

PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting. As a result, Key 22469's scope, name, and funding are being adjusted. An

additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being removed from through the amendment. The cost increase which is well above the 30% threshold along with the scope update triggers the need for a formal amendment.

The total project cost increases from \$1,349,000 to \$2,949,000 with the primary increase occurring to the construction phase.

Support Item(s): Project area map for Key 22469



METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment 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 December FFY 2023 Formal MTIP amendment (DC23-04-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	December 30, 2022
• Initiate the required 30-day public notification process.....	January 4, 2023
• TPAC notification and approval recommendation.....	January 6, 2023
• JPACT approval and recommendation to Council.....	January 19, 2023
• Completion of public notification process.....	February 2, 2023
• Metro Council approval.....	February 9, 2023

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.....	February 15 ,2023
• USDOT clarification and final amendment approval.....	Early to mid-March 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
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:**
 - a. Parallels the development of the Metro SFY 2024 UPWP approved budget
 - b. MTIP programming is subordinate to UPWP budget approval.
 - c. MTIP programming will be adjusted to reflect the final approved SFY 2024 UPWP.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

No Attachments

COUNCIL MEETING STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5306, FOR THE PURPOSE OF
ENDORING THE PREFERRED ALTERNATIVE FOR THE EARTHQUAKE READY
BURNSIDE BRIDGE PROJECT

Date: December 30, 2022
Department: Planning, Development &
Research
Meeting Date: TBD, 2023

Prepared by: Alex Oreschak
Presenter(s) (if applicable): Alex
Oreschak, Metro and Megan Neill,
Multnomah County
Length: TBD

ISSUE STATEMENT

Multnomah County and the Federal Highway Administration (FHWA) published a Supplemental Draft Environmental Impact Statement for the Earthquake Ready Burnside Bridge (EQRB) Project on April 29th, 2022, followed by a 45-day public comment period. FHWA anticipates publishing a Final EIS and Record of Decision (ROD) for the EQRB Project in 2023. In order to publish a Record of Decision, FHWA generally requires that a project be able to demonstrate fiscal constraint by identifying all phases of the project anticipated during the lifetime of the Regional Transportation Plan (RTP) in the financially constrained project list. Currently, the planning, project development, design, and right of way phases of the project are identified in the 2018 RTP's financially constrained project list. The construction phase of the project is currently in the 2018 RTP's unconstrained project list.

Additionally, on May 5, 2022, Metro Council adopted Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update. Metro is no longer accepting formal amendments to the 2018 RTP while the 2023 RTP is being developed.

Alongside the adoption of a Preferred Alternative by JPACT and Metro Council, Multnomah County anticipates submitting the construction phase of the project as part of the 2023 RTP call for projects, to be considered in development of the 2023 RTP financially constrained project list. Inclusion of the construction phase in the 2023 RTP financially constrained project list would satisfy federal requirements that must be met for FHWA to issue a Record of Decision for the project.

ACTION REQUESTED

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

IDENTIFIED POLICY OUTCOMES

Adoption of this resolution will allow the project to advance design work, for Multnomah County to submit the construction phase of the project in the 2023 RTP update's call for projects, and for the construction phase of the project to be considered for inclusion in development of the 2023 RTP financially constrained project list.

POLICY QUESTION(S)

Does the Council support the Preferred Alternative for Multnomah County's Earthquake Ready Burnside Bridge Project?

STAFF RECOMMENDATIONS

Adopt Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Legal Antecedents

Federal

- National Environmental Policy Act

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Local

- Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 Regional Transportation Plan Update

Local Jurisdictions

- The City of Portland adopted Resolution No. 37582, to accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental Draft Environmental Impact Statement and direct further actions

BACKGROUND

The primary purpose of the EQRB Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake.

The adopted 2018 RTP's financially constrained project list includes Phase 1 and Phase 2 of the EQRB Project, which reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition. Additionally, the adopted 2018 RTP's strategic project list, which identifies additional priority projects the region would pursue if more funding becomes available, includes the EQRB Project's Phase 3, reflecting the construction phase of the project.

Over 100 options were studied during the EQRB Project's Feasibility Study Phase (2016-2018), including tunnels, ferries, a fixed bridge, and other bridge alignments. From that study, four bridge alternatives were recommended for further study in an Environmental Impact Statement (EIS). The Replacement Long Span alternative was recommended by the Community Task Force and Policy Group in late fall 2020. Responses from an online public survey showed 88% support for the recommendation. On February 5th, 2021, the County published a Draft Environmental Impact Statement that included the recommended Preferred Alternative followed by a 45-day public comment period.

Following publication of the Draft EIS, the County asked the project team to identify ways to bring the overall cost of the project down, while maintaining the core purpose and need of the project, in order to help ensure a new bridge is funded and built. Any significant changes to the project as a result would be documented in Supplemental Draft Environmental Impact Statement and published for public review and comment. Over the course of the summer of 2021, the project team worked to identify a range of cost saving measures and presented them to the Community Task Force in October 2021. The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic. The Community Task Force then provided a preliminary approval of the range of cost saving measures, subject to hearing feedback from the public on the changes being proposed.

After reviewing the results from the public outreach campaign conducted in late fall of 2021, the Community Task Force voted by majority on January 24th, 2022 to recommend that the cost saving measures be adopted as part of an updated recommended Preferred Alternative. On March 3rd, 2022 the Policy Group of the Earthquake Ready Burnside Bridge Project approved the recommendation put forth by the Community Task Force. The Board of County Commissioners approved the refined recommended Preferred Alternative on March 17th, 2022. Subsequently, the Supplemental Draft Environmental Impact Statement was published on April 29th, 2022, followed by a 45-day public comment period.

ATTACHMENTS

Attachment 1: Resolution No. 23-5306, For the Purpose of Endorsing the Preferred Alternative for the Earthquake Ready Burnside Bridge Project

- Is legislation required for Council action? Yes No

- If yes, is draft legislation attached? Yes No

BEFORE THE METRO
COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 23-5306
PREFERRED ALTERNATIVE FOR THE)
EARTHQUAKE READY BURNSIDE BRIDGE) Introduced by Chief Operating
PROJECT) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson
)

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland Region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed on December 6, 2018, following adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the next update to the RTP is currently underway, and will be completed by December 6, 2023; and

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple hazard risks, which include earthquakes, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, resilient infrastructure systems and emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS, the Willamette River Bridges, including the Burnside Bridge, provide critical east-west connections that connect the two halves of the region and are of regional economic

importance; and

WHEREAS, the 2018 RTP describes the need for a long-term strategy for maintaining the region's bridges, particularly the bridges spanning the Willamette River; and

WHEREAS, in 1994, the City of Portland identified the Burnside corridor, including the Burnside Bridge, as an Emergency Service Lifeline Corridor; and

WHEREAS, in 1996, Metro identified the Burnside corridor, including the Burnside Bridge, as a Regional Emergency Transportation Route (ETR); and

WHEREAS, the 2018 RTP identified the need for an update to the designated Regional ETRs to support future planning, policymaking and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, updates to the Regional ETRs incorporated changes recommended by the City of Portland, Clackamas, Columbia, Multnomah and Washington counties and ODOT through recent work that evaluated seismic risks along Statewide Seismic Lifeline Routes identified in the Oregon Highway Plan; and

WHEREAS, the 2021 Regional ETR Update Report identified a network of local and state-owned route segments in the region that should be designated as Regional ETRs, and summarized key findings about the resilience and connectivity of these routes and recommendations for future planning work, including a second planning phase to tier and operationalize the routes; and

WHEREAS, the analysis found that many of the Regional ETRs and their bridges are vulnerable to significant seismic and other hazard risks, such as flooding, landslides and liquefaction; and

WHEREAS, the analysis found that the network of Regional ETRs provide adequate connectivity and access to the Statewide Seismic Lifeline Routes as well as the region's population centers, isolated populations, areas with high concentrations of vulnerable populations, and critical infrastructure and essential facilities of state and regional importance; and

WHEREAS, by accepting the findings and recommendations in the 2021 Regional ETR Update, JPACT and the Metro Council recognized that all routes designated in the report are of state and regional importance during an emergency; and

WHEREAS, the 2021 Regional ETR Update Report identified the Burnside corridor, including the Burnside Bridge, as a Regional ETR; and

WHEREAS, the 2021 Regional ETR Update Report identified the Burnside Bridge as the only non-state owned ETR with a direct connection over the Willamette River to downtown Portland; and

WHEREAS, the Burnside Bridge carries approximately 38,000 people daily by car, truck, bus, bicycle and on foot; and

WHEREAS, Multnomah County is the owner and operator of the Burnside Bridge; and

WHEREAS, in the 2015 Willamette River Bridges Capital Improvement Plan, Multnomah

County identified the need to either replace the existing Burnside Bridge with a new seismically resilient bridge or complete a major seismic rehabilitation; and

WHEREAS, from 2016 to 2018 Multnomah County conducted a feasibility study for an Earthquake Ready Burnside Bridge, which developed and screened over 100 river crossing alternatives; and

WHEREAS, in November 2018 the Multnomah County Board of Commissioners approved the Earthquake Ready Burnside Bridge Feasibility Study Report and advanced four bridge alternatives for further study in the Environmental Review phase; and

WHEREAS, from October 2018 to July 2022, Multnomah County convened three stakeholder committees to provide input on the Earthquake Ready Burnside Bridge project: the Community Task Force, the Policy Group, and the Senior Agency Staff Group; and

WHEREAS, on October 29, 2020, the Multnomah County Board of Commissioners approved the Long-span Approach Alternative and the No Temporary Bridge Option as the Preferred Alternative for the Earthquake Ready Burnside Bridge project; and

WHEREAS, on February 5, 2021, Multnomah County and the Federal Highway Administration (FHWA) published a Draft Environmental Impact Statement (DEIS) for the Earthquake Ready Burnside Bridge project that assesses the potential impacts of the project alternatives, including the No-Build Alternative, the Enhanced Seismic Retrofit Alternative, the Replacement Alternative with Short-span Approach, the Replacement Alternative with Long-span Approach, and the Replacement Alternative with Couch Extension; and

WHEREAS, on March 17, 2022, the Multnomah County Board of Commissioners approved three cost-saving refinements to the Preferred Alternative, consisting of a bascule movable span, a westside girder approach and reduced width of the bridge; and

WHEREAS, on April 29, 2022, Multnomah County and the FHWA published a Supplemental DEIS for the Earthquake Ready Burnside Bridge project, which addresses refinements to the Replacement Alternative with Long-span Approach that was published in the February 2021 Draft EIS; and

WHEREAS, on March 3, 2022, the Earthquake Ready Burnside Bridge project Policy Group, which consists of elected officials and agency executives from Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, FHWA and staff representatives from Oregon's Congressional delegation and the Oregon Legislature, endorsed the refinements to the Preferred Alternative as described in the Supplemental DEIS; and

WHEREAS, on July 20, 2022, the Portland City Council adopted Resolution No. 37582, to accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental DEIS and direct further actions; and

WHEREAS, Multnomah County and the FHWA anticipate publishing a Final Environmental Impact Statement and Record of Decision for the Earthquake Ready Burnside Bridge project in 2023; and

WHEREAS, on July 13, 2020, the Metro Council approved Resolution No. 20-5122 adopting the Get Moving 2020 Corridor Investment Package, which identified the Burnside corridor, including

the Earthquake Ready Burnside Bridge project, as a regional funding priority; and

WHEREAS, JPACT and Metro Council identified the Earthquake Ready Burnside Bridge project as a regional funding priority as part of the 2021 Jobs, Climate Action, Transit & Safety: Greater Portland's 2021 Regional Congressional Directed Spending Request; and

WHEREAS, the Earthquake Ready Burnside Bridge project is projected to cost up to \$895 million; and

WHEREAS, federal funding is increasingly competitive at the federal level, and project-specific funding in federal legislation has resumed; and

WHEREAS, the FHWA requires that the construction phase of the Earthquake Ready Burnside Bridge project be included in the RTP financially constrained project list prior to issuing a Record of Decision for the project; and

WHEREAS, the 2018 RTP currently identifies the Earthquake Ready Burnside Bridge as a regionally significant project; and

WHEREAS, the adopted 2018 RTP financially constrained project list includes Earthquake Ready Burnside Bridge Phase 1 and Phase 2 projects (RTP Project 11129 and RTP Project 11376) that reflect planning and project development activities, including planning required under the National Environmental Policy Act (NEPA) process, project design and right-of-way acquisition; and

WHEREAS, the adopted 2018 RTP strategic project list includes additional priority projects the region would pursue if more funding becomes available, including the Earthquake Ready Burnside Bridge Phase 3 (RTP Project 12076) that reflects the construction phase of the project; and

WHEREAS, the 2018 RTP does not currently include the construction phase of the Earthquake Ready Burnside Bridge project in the RTP financially constrained project list or RTP financial plan; and

WHEREAS, since adoption of the 2018 RTP a financial plan for construction of the Earthquake Ready Burnside Bridge project has been completed using best available information that shows project costs and future revenue sources that are reasonably likely to be available and can be included in the 2023 RTP financially constrained revenue forecast, including \$300 million identified in locally committed funding from Multnomah County; and

WHEREAS, on May 5, 2022, Metro Council adopted Resolution No. 22-5255, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2023 RTP Update, and is therefore no longer accepting formal amendments to the 2018 RTP while the 2023 RTP is being developed; and

WHEREAS, the 2023 RTP call for projects will begin in January 2023; and Multnomah County submitted a letter on December 30, 2022 committing to submit the construction phase of the Earthquake Ready Burnside Bridge project among their list of project priorities recommended for the 2023 RTP financially constrained project list; and

WHEREAS, in November 2023, Metro Council and JPACT will consider approval of the

2023 RTP and financially constrained project list; and

WHEREAS, at its meeting on (date), JPACT recommended approval of the following; now therefore,

BE IT RESOLVED that the Metro Council:

1. Supports the Earthquake Ready Burnside Bridge project as a high priority for the region, consistent with federal, state, regional and local resilience priorities, and supports the Burnside Bridge as a Regional Emergency Transportation Route.
2. Supports an Earthquake Ready Burnside Bridge Preferred Alternative as described in Exhibit A, "Earthquake Ready Burnside Bridge Preferred Alternative," attached.
3. Recognizes the extensive, multi-year public process and advanced technical analysis that has been completed to date resulting in the Earthquake Ready Burnside Bridge Preferred Alternative being approved with broad local and regional support.
4. Recognizes that Multnomah County has prepared a finance plan for the project, as described in Exhibit B: "Earthquake Ready Burnside Bridge Financial Plan," attached, which identifies project costs and future revenue sources that are reasonably expected to be available for inclusion in the 2023 RTP financially constrained revenue forecast.
5. Supports Multnomah County's commitment to submit the construction phase of the Earthquake Ready Burnside Bridge project among their list of project priorities recommended for the 2023 Regional Transportation Plan financially constrained project list as described in Exhibit C, "Letter of Commitment from Multnomah County Transportation Division Director," attached.
6. Directs Metro staff to accept the Earthquake Ready Burnside Bridge project submission for inclusion in the list of projects considered in development of the 2023 RTP financially constrained project list.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2023.

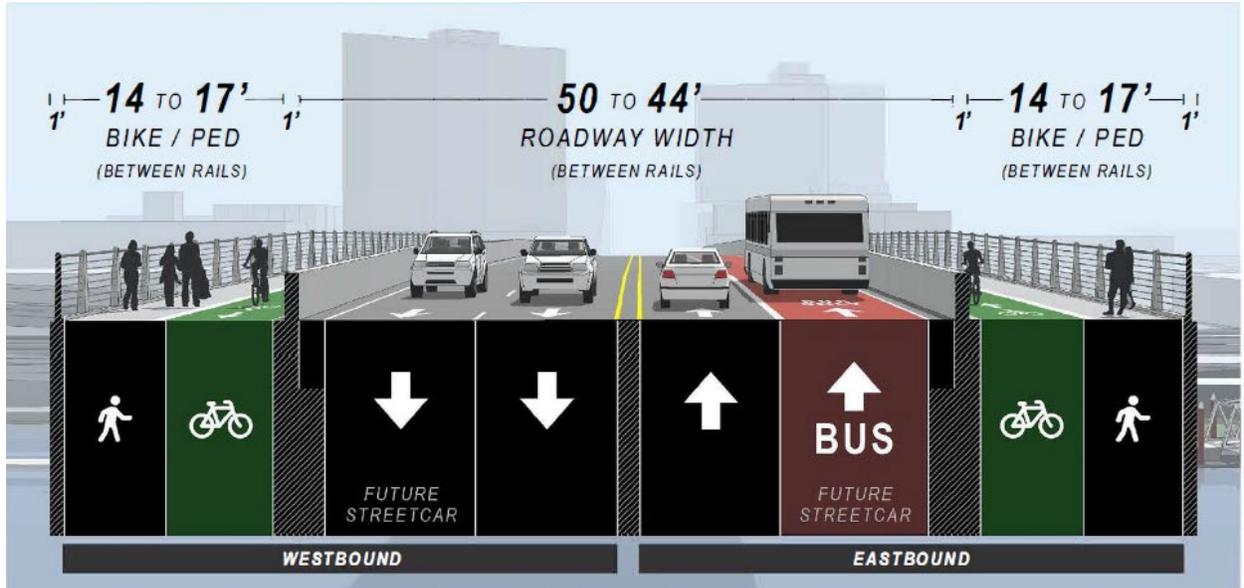
Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A: Earthquake Ready Burnside Bridge Preferred Alternative

The recommended Preferred Alternative for the Earthquake Ready Burnside Bridge is a girder style bridge type for the west span, a bascule for the middle movable span, and four travel lanes with separated pedestrian and bicycle facilities as shown below.



Cross Section: Refined Preferred Alternative (Supplemental Draft EIS)

Exhibit B: Earthquake Ready Burnside Bridge Project Financial Plan

The Earthquake Ready Burnside Bridge (EQRB) Project is a project led by Multnomah County in collaboration with the Federal Highway Administration, Oregon Department of Transportation, City of Portland, Metro, and TriMet.

The EQRB Project was identified in Multnomah County's Willamette River Bridge Capital Improvement Plan (2015) as the top priority project for the 2015-2035 timeframe. In 2019, Multnomah County Board of County Commissioners approved raising the Vehicle Registration Fee (VRF) by \$19/year, from \$37 to \$56, specifically for the design and construction of this project. It is notable that City of Portland and other small cities within the County waived their allotted portions of the VRF in order to help fund the Project. Collections began January 2021 with estimates anticipating that annual revenues will secure approximately \$328M in bonding capacity. The County is actively pursuing federal funding opportunities to secure the remaining revenue needed to fully fund the Project.

The US Department of Transportation awards capital construction grants on a competitive basis. The EQRB project has been awarded a \$5M RAISE Grant and has submitted an application to the USDOT for a Multimodal Projects Discretionary Grant (2022) and a Bridge Investment Program Grant (2022). In addition, the County was also awarded a \$2 million Community Project Funding Grant from the FY23 federal appropriations bill.

It is reasonable to assume that the Project will be successful in securing federal funds given the increase in funding for new and existing grant programs from the recently passed Infrastructure Investment and Jobs Act (IIJA), available FY22 through FY26. The Project is considered competitive for the grant programs given the County is nearing completion of the NEPA phase, has identified local match for approximately 30% of project costs, the bridge is located on the National Highway System, the Project is scheduled for construction by 2025, and has garnered broad community and agency support.

These funding sources for the total project may be summarized in Table 1 and Table 2 below (all figures in thousands of dollars).

Table 1: Total Project Costs

<u>Project Costs</u>	Cost (2022 \$)
Preliminary Engineering	\$90,000
Construction Engineering	\$81,749
Right of Way	\$34,602
Construction	\$565,740
Construction Contingency	\$122,909
Total	\$895,000

Table 2: Potential Sources of Project Funds (2022 \$)

<u>Source of Funds</u>	Multnomah County	Community Project Funding Grant	Multimodal Project Discretionary Grant (MPDG)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	Bridge Inv. Program Grant	Total
Preliminary Engineering	\$83,000	\$2,000		\$5,000		\$90,000
Construction Engineering	\$81,749					\$81,749
Right of Way	\$34,602					\$34,602
Construction	\$5,740		\$435,000		\$125,000	\$565,740
Construction Contingency	\$122,909					\$122,909
Total	\$328,000	\$2,000	\$435,000	\$5,000	\$125,000	\$895,000

Transportation Division

December 30th, 2022

Andy Shaw
Director of Planning, Development, and Research
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

Andy,

Multnomah County is pleased to provide this letter to Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) for the purpose of their endorsement of the Preferred Alternative (PA) for the Earthquake Ready Burnside Bridge Project. In March 2022, the PA was endorsed by the project's Policy Group, consisting of elected officials and agency executives from Multnomah County, City of Portland, City of Gresham, Metro, TriMet, ODOT, FHWA, and staff representatives from Oregon's Congressional delegation and the Oregon Legislature. The Board of Multnomah County Commissioners and the City of Portland formally adopted the Project's PA in March 2022 and July 2022 respectively.

Multnomah County is committed to submitting the construction phase of the Earthquake Ready Burnside Bridge project among our list of project priorities recommended for the 2023 RTP financially constrained project list. This is a critical step to completing the National Environmental Protection Act process and is required by the Federal Highway Administration in order to sign a Record of Decision, anticipated in early 2023.

Thank you for your continued support in the replacement of the current 97-year-old Burnside Bridge that has reached the end of its service life. This project will help protect our region from a major disaster, foster our ability to recover after the earthquake and ensure that we have a reliable multi-modal bridge for the next century.

Sincerely,

Jon Henrichsen
Transportation Division Director

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, December 29, 2022
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: Carbon Reduction Program Overview and Direction for Fund Allocation

Purpose

Provide TPAC members an overview of the new Carbon Reduction Program (CRP) fund program and gather feedback on the proposed Climate Smart Strategy investment areas to develop an allocation proposal for Carbon Reduction Program funds.

Introduction

In November 2021, President Biden signed into law the Bipartisan Infrastructure Law (BIL). The BIL authorized five years of funding for the purpose of preserving, maintaining, fortifying existing and constructing new infrastructure. Through the passage of BIL, the U.S. Department of Transportation will oversee the largest transportation infrastructure program in its history. As part of BIL, several new funding programs were created and some existing funding programs will receive additional funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). The State of Oregon is to receive an estimated \$82.5 million in Carbon Reduction Program funding to be allocated at the state level by the Oregon Department of Transportation (ODOT). Metro, as the metropolitan planning organization (MPO) for the Portland region, receives a direct suballocation based on formula. Metro's portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years.

Carbon Reduction Program Requirements and Timeline

The federal aim of the newly created Carbon Reduction Program is "to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions." As part of implementing the new federal program, states and metropolitan planning organizations must complete two requirements:

- 1) States, in consultation with metropolitan planning organizations and local governments, must develop statewide carbon reduction plans aimed specifically at the transportation sector.
- 2) Include the allocation of Carbon Reduction Program funds (referred to as "CRP" funds) in the state carbon reduction plan

Per the federal requirements of the new program, state carbon reduction plans with identified allocation of CRP funds are due to federal partners by November 2023.

Because of previous planning work, Metro and ODOT are well positioned with meeting the first requirement of the new program fairly quickly and can begin work towards developing an allocation process for the new carbon reduction program funds. Legislation passed in 2009 and 2010 directed state agencies and Metro to develop plans to reduce greenhouse gas emissions from transportation sources to meet state and region specific targets. Known as the Statewide Transportation Strategy (STS) and Climate Smart Strategy, these plans, when fully implemented,

achieve the state goal to reduce greenhouse gas emissions a least 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050.¹

The Oregon Department of Transportation (ODOT) began to convene metropolitan planning organizations and stakeholder organizations (e.g., League of Oregon Cities, Oregon Environmental Council) in mid-2022 to discuss the development of the required carbon reduction plan. Using the Statewide Transportation Strategy (STS) as the overarching framework, metropolitan planning organizations and stakeholder organizations have participated in exercises and provided feedback on which STS strategies to prioritize for carbon reduction program funds. The agreed upon prioritized strategies will serve as the state Carbon Reduction Plan and guide the allocation of CRP funds for the state allocation. For the three larger metropolitan planning organizations in Oregon – Portland, Eugene, and Salem, the prioritized strategies provide an overarching allocation framework and further local considerations can be integrated. The three metropolitan planning areas will conduct their own independent allocations separate from the state allocation process.

Portland Metropolitan Region Carbon Reduction Program – Policy Direction for Allocation

Adopted in 2014, the Climate Smart Strategy is the Portland region’s action plan to reduce greenhouse gas emissions from light duty trucks and passenger vehicles through a combination of land use and transportation efforts. The Climate Smart Strategy identifies eight investment areas and two supporting actions for the region to meet the state mandated greenhouse gas emissions reduction target. These are:

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon’s transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

The Portland region made initial progress with the implementation of the Climate Smart Strategy in the years immediately after adoption and saw a boost in efforts with the Oregon legislature passing a statewide transportation investment package (HB 2017) in that it provided funding for transit operations. However, since the adoption, state mandated monitoring reports have shown in recent years both the region and the state are behind and/or off track in implementation. At the same time, the impacts of climate change have become more severe in the Pacific Northwest as demonstrated by extreme heat events, wildfires, and unpredictable winter storms.

The implementation of the eight investment areas identified in Climate Smart requires significant resources. While multiple cycles of Metro’s Regional Flexible Funds have invested into these strategy areas and a statewide transportation package has created new revenue streams to further invest in the Climate Smart Strategies, new revenue sources are continually needed. In recognition of the region’s current implementation progress and the funding need, the Climate Smart Strategy will serve as the policy direction and guide the Carbon Reduction Program fund allocation for the

¹ Subsequently, Governor Brown issued Executive Order 20-04 in 2020 because the state is off track in meeting the projected greenhouse gas emissions goals. This has led to new efforts by state agencies to

Portland region. The majority of the eight investment areas identified in the Climate Smart Strategy are integrated into the state Carbon Reduction Plan, but not all.

Carbon Reduction Program Fund Allocation – Initial Climate Smart Strategy Investment Area Proposal/Emphasis

The newly created federal Carbon Reduction Program is a limited opportunity targeted towards those transportation infrastructure investments or activities with the express purpose of reducing greenhouse gas emissions as outlined in the region’s Climate Smart Strategy and meet state requirements. Therefore, the region’s aim for the Carbon Reduction Program is to implement the Climate Smart Strategy by investing into one or more of the investment areas identified, after considering federal funding eligibility requirements, state Carbon Reduction Plan priorities, compliment state Carbon Reduction Program investments, regional opportunities, and other factors.

The varied mix of strategies outlined in Climate Smart provides a wide span of options and areas to invest on the regional transportation system. However, two of the investment areas in the Climate Smart Strategy are ineligible for CRP funds. These are:

1. Implement adopted local and regional land use plans
2. Make streets and highways safe, reliable and connected

The remaining six Climate Smart investment areas are eligible for Carbon Reduction Program funds according to federal eligibility rules and the state Carbon Reduction Plan prioritization.

Eligible for Carbon Reduction Program Funds

1. Make transit convenient, frequent, accessible and affordable
2. Make biking and walking safe and convenient
3. Use technology to actively manage the transportation system
4. Provide information and incentives to expand the use of travel options
5. Make efficient use of vehicle parking and land dedicated to parking
6. Support Oregon’s transition to cleaner fuels and more fuel-efficient vehicles

Initial Feedback and Direction for Carbon Reduction Program Allocation

2023 RTP Workshop

At the November 10 Metro Council and JPACT workshop on the 2023 RTP, Metro staff provided a refresher on the Climate Smart Strategy. Since the Climate Smart Strategy has been integrated into subsequent regional transportation plans (2014 RTP, 2018 RTP) after its adoption, the 2023 RTP presents an opportunity to update related policies in the Plan and develop a long-term transportation investment strategy which will bring the region back on track to meet the greenhouse gas emissions reduction target set forth by the state.

At the workshop, regional leaders participated in a set of exercises ranking the different Climate Smart investment areas for: 1) further implementation; 2) greatest benefit to people living in the Portland metropolitan region; and 3) preference on ambitiousness in pursuing. Under the three different ranking exercises, the following three ranked in the top in each exercise. Across all three exercises, “Making transit convenient, frequent, accessible, and affordable,” was the top ranked Climate Smart investment area in each.

- Make transit convenient, frequent, accessible and affordable – through increased transit service, including high-capacity transit
- Make biking and walking safe and convenient – through new active transportation connections
- Use technology to actively manage the transportation system – through system management and operations

These non-binding results indicate that the region’s leaders are interested in advancing Climate Smart Strategies/investment areas for implementation.

Metro Council Work Session

Following the 2023 RTP workshop, Metro and ODOT Climate Office staff jointly presented information about the federal Carbon Reduction program at the Metro Council work session. The presentation outlined the new program and provided insight into the priority investment areas for ODOT’s allocation. ODOT emphasized the need for partnerships to achieve Oregon’s greenhouse gas emissions reduction goal and making complementary investments. Metro staff outlined three potential Climate Smart Strategy investment areas to emphasize with CRP funds. These three areas include:

- Transit
 - Capital transit investments
 - Improvements in the right-of-way to increase speed and reliability of buses and MAX
- Active Transportation
 - New biking and walking connections to schools, downtowns, jobs, and other community places
 - Completes the regional active transportation network and supports the 2040 growth concept
- System Management and Operations
 - Variable message signs and speed limits
 - Transit signal priority, bus pullouts
 - Signal timing and ramp metering

The Metro Council were asked to provide feedback and direction on the potential Climate Smart Strategy investment areas as well as other wishes the Council would like to see as part of the allocation of CRP funds. Feedback from the Metro Council included:

- Continue to support and leverage the planning work undertaken as part of the Transportation Funding Measure in 2020, in areas that would be eligible for CRP funds
- Invest into our current corridor projects, including Tualatin Valley Highway and 82nd Avenue
- Make a regional investment with the limited dollars presented with CRP, but also be context sensitive to the different counties in the region
- Accelerate implementing community plans that seek to reduce greenhouse gas emissions
- Leverage other funding opportunities being presented with the BIL and with other partners
- Support microtransit and transit services which better serve communities not well reached by traditional transit providers.

Climate Smart Strategies for Carbon Reduction Program Funds Emphasis

Based on initial feedback from the 2023 RTP workshop and discussion with the Metro Council, there appears to be regional consensus that investing and focusing on the following three Climate Smart Strategies to meet the region's greenhouse gas emissions reduction goals.

- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Use technology to actively manage the transportation system

Based on this initial feedback, Metro staff proposes to use these three Climate Smart Strategies as the initial starting point for the development of one or more proposals for allocating CRP funds.

Allocation Process

The region completed the 25-27 Regional Flexible Fund Allocation (RFFA) in October 2022. The 25-27 RFFA was a two-year multistep process to determine the program direction, identify the criteria for evaluating projects, conducting the solicitation, and selecting candidate projects for funding. To the degree possible, Metro integrated increases in federal surface transportation funding due to BIL into the 25-27 RFFA process. However, due to it being a new funding program and coordination requirements, the Carbon Reduction Program was not integrated into the process. At the end of the 25-27 RFFA process, Metro staff asked partners if there is interest in another competitive allocation for the CRP. The overwhelming feedback was fatigue coming off the 25-27 RFFA decision and a desire to do a different process.

Recognizing the time constraints for submitting allocations of CRP funds for inclusion in the state Carbon Reduction Plan and the fatigue from the 25-27 RFFA process, Metro staff will develop an allocation proposal for the CRP funds. The allocation proposal will be based on:

- Federal funding eligibility requirements
 - Including those specific to the Carbon Reduction Program
- Carbon Reduction Program requirements
 - Submission deadlines, timing of obligation of funding, and other limitations
- ODOT's allocation and priorities for Carbon Reduction Program funds
 - Consideration of ODOT's potential investment areas and likely will not be funded with state CRP funds
- Climate Smart Strategy investment areas
 - Potential for greenhouse gas emissions reduction
- Ability to advance additional Regional Transportation Plan objectives, including Equity, Safety, and Mobility in addition to Climate
- Ability to address Climate Friendly Equitable Communities and other state, regional, or local climate change related objectives
- Funding leverage opportunities
 - Especially funding opportunities presented from BIL
- Feedback received
 - November 10 Metro Council and JPACT workshop for the 2023 RTP on the Climate Smart Strategy
 - December 13 Metro Council work session
 - January 6 TPAC
 - January 19 JPACT

Metro staff will return to TPAC and JPACT at the February 2023 committee meetings with one or more specific project and/or program proposals with CRP funding levels. Following review of the proposal(s), Metro staff will seek gather a recommendation in early spring 2023 with the aim to adopt the allocation of CRP funds in mid to late spring 2023.

Timeline

The following is an anticipated timeline of activities for the allocation of CRP funds and submission for inclusion in the state Carbon Reduction Plan. The dates are subject to change.

Activity	Draft Timeframe
Finalize statewide Carbon Reduction Program draft strategies & priorities to guide MPO and state allocations	October 2022
2023 RTP workshop #5 on the Climate Smart Strategy <ul style="list-style-type: none"> JPACT and Metro Council participate in Climate Smart 	November 2022
Metro Council – introduction, discussion, feedback, and direction	December 2022
Develop proposal for allocation of Carbon Reduction Program	December 2022 – Spring 2023
TPAC and JPACT – introduction, discussion, feedback, and direction	January 2023
TPAC and JPACT – introduce CRP allocation proposal(s)	February 2023
TPAC and JPACT recommendation	March and/or April 2023
Metro Council adoption of Carbon Reduction Program allocation	April or May 2023
Statewide Carbon Reduction Program allocation check-ins	February – April 2023
Prepare Carbon Reduction Program allocation entries for submission <ul style="list-style-type: none"> Also prepare for 21-24 and/or 24-27 MTIP and STIP entries 	April – June 2023
Submissions of Carbon Reduction Program fund allocations to ODOT	May – August 2023
Carbon Reduction Plan with fund allocations due to federal partners <ul style="list-style-type: none"> If necessary, conduct 24-27 MTIP and STIP amendments to include programming of Carbon Reduction Program funds 	November 2023

Questions for TPAC

- What questions do TPAC members have about the Carbon Reduction Funding program?
- What thoughts do TPAC members have about the three Climate Smart Strategies for emphasis for Carbon Reduction Program funds?

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

Unidentified, driving, SE 125th Ave near Division St, Portland, Multnomah, 1/1

Unidentified, 92, walking, SW Allen Blvd near SW Murray Blvd, Beaverton, Washington, 12/30

Paula Chamu Sanchez, 20, driving, I-84, Multnomah, 12/27

Unidentified, walking, W Burnside & NW 22nd St, Portland, Multnomah, 12/28

David Belen, 48, walking, Marquam Bridge, Portland, Multnomah, 12/19

Isreal Gonzales Sanchez, 65, walking, I-84, Multnomah, 12/20

Unidentified, walking, NE Sandy Blvd, Portland, Multnomah, 12/19

David W. Northcutt, 50, walking, N Columbia Blvd & N Interstate Pl, Portland, Multnomah, 12/18

Unidentified, walking, NE MLK Blvd. & NE Halleck St, Portland, Multnomah, 12/14

Unidentified, motorcycling, Division St E of SE 154th Ave, Portland, Multnomah, 12/12

Unidentified, driving, NE Columbia Blvd near NE 33rd, Portland, Multnomah, 12/7

Unidentified, driving, NE Prescott St & NE 12th Ave, Multnomah, 12/5

Feliciano Cruz Morales, 23, motorcycling, NW Laidlaw Rd, Bethany, Washington, 12/3

Unidentified, driving, US 26 Sunset Hwy, Washington, 12/2

Unidentified, motorcycling, SE 92nd Ave & SE Duke St, Portland, Multnomah, 12/1

Dalton Nathan Scott Stevens, 31, driving, US 26 Sunset Hwy, Washington, 11/29

Michael Charles Davis, 82, walking, Molalla Ave & Warner Milne Rd, Oregon City, Clackamas, 11/22

**ODOT initial fatal crash report as of 1/3/23, police and news reports*





Metro

TPAC Agenda Item

January 2023 Formal MTIP Amendment

Resolution 23-5308

Amendment # JA23-05-JAN

Applies to the 2021-26 MTIP

Agenda Support Materials:

- Draft Resolution 22-5308
- Exhibit A to Resolution 23-5308 (MTIP Worksheets)
- Staff Narrative. No attachments

January 6, 2023

Ken Lobeck

Metro Funding Programs Lead

January FFY 2023 Formal MTIP Amendment Bundle Overview & Staff Recommendation

- 5 total projects in the amendment bundle:
- Cover briefly amendment bundle contents and open for discussion
- Seek approval recommendation to JPACT for modified Resolution 23-5308:

Provide JPACT an approval recommendation of Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

January 2023 Formal MTIP Amendment

Final Developed UPWP and Project Budget Summary

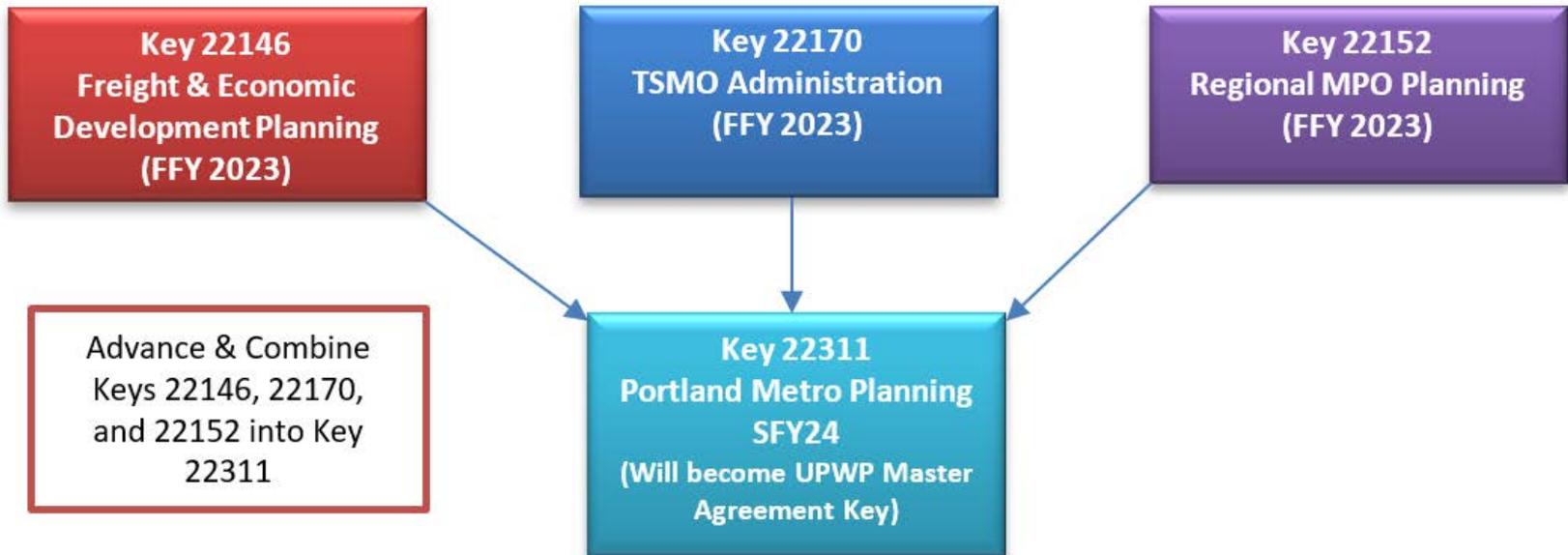
METRO	Requirements	Resources											
	Total Direct and Indirect Costs	PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total	
Regional Transportation Planning													
1	Transportation Planning	\$ 469,533				\$ 421,312	\$ 48,221					\$ 469,533	
2	Climate Smart Implementation	\$ 478,854				\$ 69,858	\$ 7,996			\$ 401,000		\$ 478,854	
3	Regional Transportation Plan Update 2023	\$ 2,632,643	\$ 289,828	\$ 33,172		\$ 539,089	\$ 61,701			\$ 1,458,853	\$ 250,000	\$ 2,632,643	
4	Metropolitan Transportation Improvement Program	\$ 1,615,520	\$ 1,243,227	\$ 142,293						\$ 230,000		\$ 1,615,520	
5	Air Quality Program	\$ 26,918				\$ 24,153	\$ 2,764					\$ 26,918	
6	Regional Transit Program	\$ 384,984				\$ 121,121	\$ 13,863			\$ 250,000		\$ 384,984	
7	Regional Freight Program	\$ 215,337				\$ 193,221	\$ 22,116					\$ 215,337	
8	Complete Streets Program	\$ 126,635				\$ 113,630	\$ 13,005					\$ 126,635	
9	Regional Travel Options and Safe Routes to School Program	\$ 3,804,676						\$ 3,642,938	\$ 161,738			\$ 3,804,676	
10	Transportation System Management & Operations - Regional Mobility Program	\$ 310,438				\$ 278,556	\$ 31,882					\$ 310,438	
11	Enhanced Transit Concepts Program	\$ 2,513,252								\$ 2,513,252		\$ 2,513,252	
12	Regional Freight Delay and Commodities Movement Study	\$ 130,000				\$ 116,649	\$ 13,351					\$ 130,000	
13	Economic Value Atlas Implementation	\$ 66,491				\$ 59,663	\$ 6,829					\$ 66,491	
14	Regional Emergency Transportation Routes Phase 2	\$ 138,216									\$ 138,216	\$ 138,216	
	Regional Transportation Planning Total:	\$ 12,913,498	\$ 1,533,055	\$ 175,465	\$ -	\$ 1,937,253	\$ 221,727	\$ 3,642,938	\$ 161,738	\$ 4,853,105	\$ 388,216	\$ 12,913,498	
Regional Corridor/Area Planning													
1	Investment Areas Corridor Refinement and Project Development	\$ 547,668								\$ 547,668		\$ 547,668	
2	Southwest Corridor Transit Project	\$ 537,215						\$ 413,750	\$ 97,218		\$ 26,248	\$ 537,215	
3	Columbia Connects	\$ 133,136				\$ 119,463	\$ 13,673					\$ 133,136	
4	City of Portland Transit and Equitable Development Assessment	\$ 50,000						\$ 50,000				\$ 50,000	
5	TV Highway Transit and Development Project	\$ 1,089,418				\$ 224,043	\$ 25,643	\$ 425,000	\$ 47,222	\$ 367,511		\$ 1,089,418	
6	Westside Multimodal Improvements Study	\$ 267,681						\$ 125,000		\$ 142,681		\$ 267,681	
7	82nd Ave	\$ 817,401				\$ 244,697	\$ 28,007			\$ 544,697		\$ 817,401	
	Regional Corridor/Area Planning Total:	\$ 3,442,518	\$ -	\$ -	\$ -	\$ 588,202	\$ 67,322	\$ 1,013,750	\$ 144,440	\$ 1,602,556	\$ 26,248	\$ 3,442,518	
Administration & Support													
1	MPO Management and Services	\$ 473,552	\$ 349,842	\$ 40,041						\$ 83,669		\$ 473,552	
2	Data Management and Visualization	\$ 1,695,045			\$ 461,429	\$ 52,813				\$ 1,180,804		\$ 1,695,045	
3	Land Use and Socio-Economic Modeling Program	\$ 375,831			\$ 300,137	\$ 34,352				\$ 41,341		\$ 375,831	
4	Travel Model Program	\$ 727,063	\$ 289,161	\$ 33,096	\$ 290,000	\$ 33,192				\$ 81,614		\$ 727,063	
5	Oregon Household Travel and Activity Survey Program	\$ 237,514				\$ 213,121	\$ 24,393					\$ 237,514	
6	Technical Assistance Program	\$ 111,759				\$ 100,281	\$ 11,478					\$ 111,759	
7	Intergovernmental Agreement Fund Management	\$ 2,406,523							\$ 2,406,523			\$ 2,406,523	
	Administration & Support Total:	\$ 6,027,287	\$ 639,003	\$ 73,137	\$ 1,051,566	\$ 120,356	\$ 313,403	\$ 35,870	\$ -	\$ 3,793,951	\$ -	\$ 6,027,287	
	GRAND TOTAL	\$ 22,383,303	\$ 2,172,058	\$ 248,602	\$ 1,051,566	\$ 120,356	\$ 2,838,858	\$ 324,920	\$ 4,656,688	\$ 306,178	\$ 10,249,612	\$ 414,464	\$ 22,383,303

Initial UPWP programming by RFFA Step 1 funding estimates

Then updated to match up with the final approved UPWP project budget

January 2023 MTIP Amendment Bundle

UPWP Project Advancements and Combining Actions



3 UPWP projects supporting the State Fiscal Year (SFY) 2024 UPWP are being advanced from the non-financially constrained year of FFY 2025 to the constrained year of FFY 2023 and are being combined into Key 22311 which will act as the SFY 24 Master Agreement project key for obligation purposes

January 2023 Formal MTIP Amendment

ODOT's US30 BY ADA Scope and Cost Change

- ~~US30BY & OR99E Curb Ramps (Portland)~~
- **US30BY Curb Ramps (Portland)**
- Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along ~~OR99E and~~ US30BY to reduce mobility barriers and make state highways more accessible to disabled persons
- PBOT's action with NE Lombard St necessitates dropping OR99E portion. Project cost update also occurring.

MPO CFR Compliance Requirements

MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification (*No obligations/impacts*)
- ✓ Completed public notification plus OTC approvals required completed for applicable ODOT funded projects (*OTC approval not applicable*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No impacts*)

January FFY 2023 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	January 4, 2023
TPAC Notification and Approval Recommendation	January 6, 2023
JPACT Approval and Recommendation to Council	January 19, 2023
End 30-day Public Notification/Comment Period	February 2, 2023
Metro Council Approval	February 9, 2023
Final Estimated Approvals	Early March 2023

January 2023 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open up to discussion and Questions
- Approval request includes completing necessary corrections
- Staff Approval Request:
TPAC provide JPACT an approval recommendation for Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

Earthquake Ready Burnside Bridge –

*Recommendation to endorse
preferred alternative*

**Multnomah County
Department of Community Services
Transportation Division**

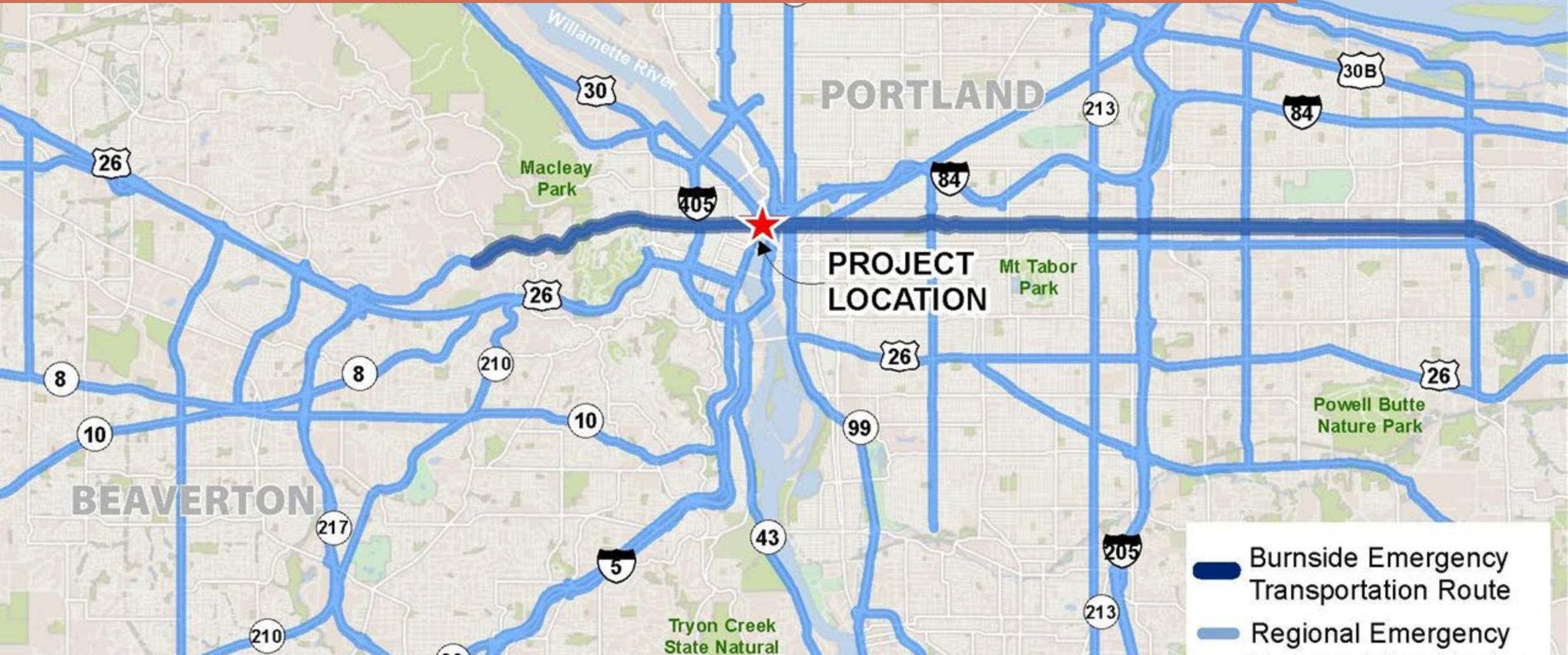
**Transportation Policy Alternatives Committee
January 6, 2023**



Agenda

- Preferred Alternative Description
- Project Timeline
- Project Endorsements
- Project Next Steps
- Resolution Sequence
- Resolution Discussion

Why rebuild the Burnside Bridge?



EQRB Purpose



**Seismic Resiliency
and Emergency
Response**



**Regional Recovery
and Rebuilding**



**Long-term
Multi-modal Use**

Locally Preferred Alternative

Replacement Long Span



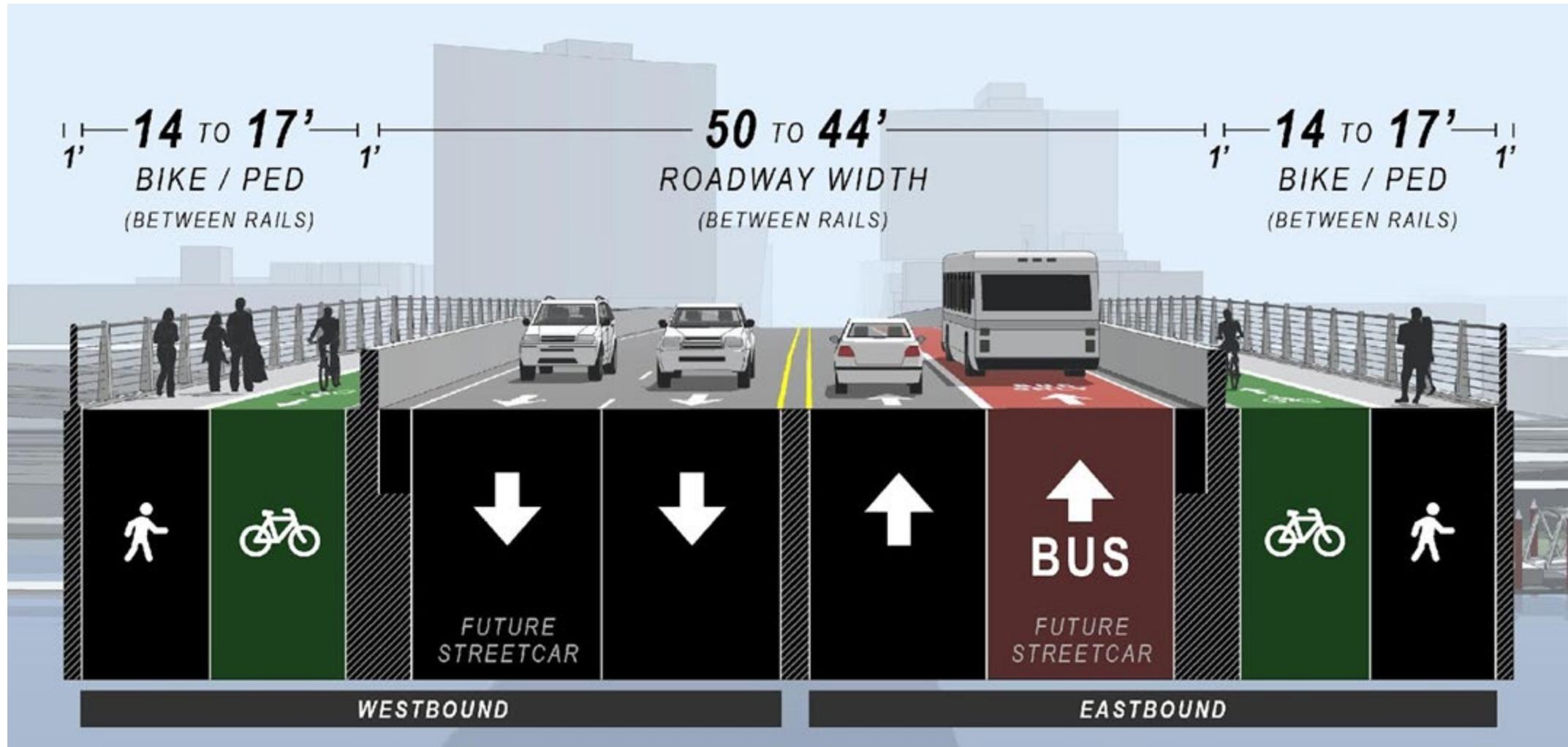
with Tied Arch



with Cable Stay Tower

Preferred Alternative

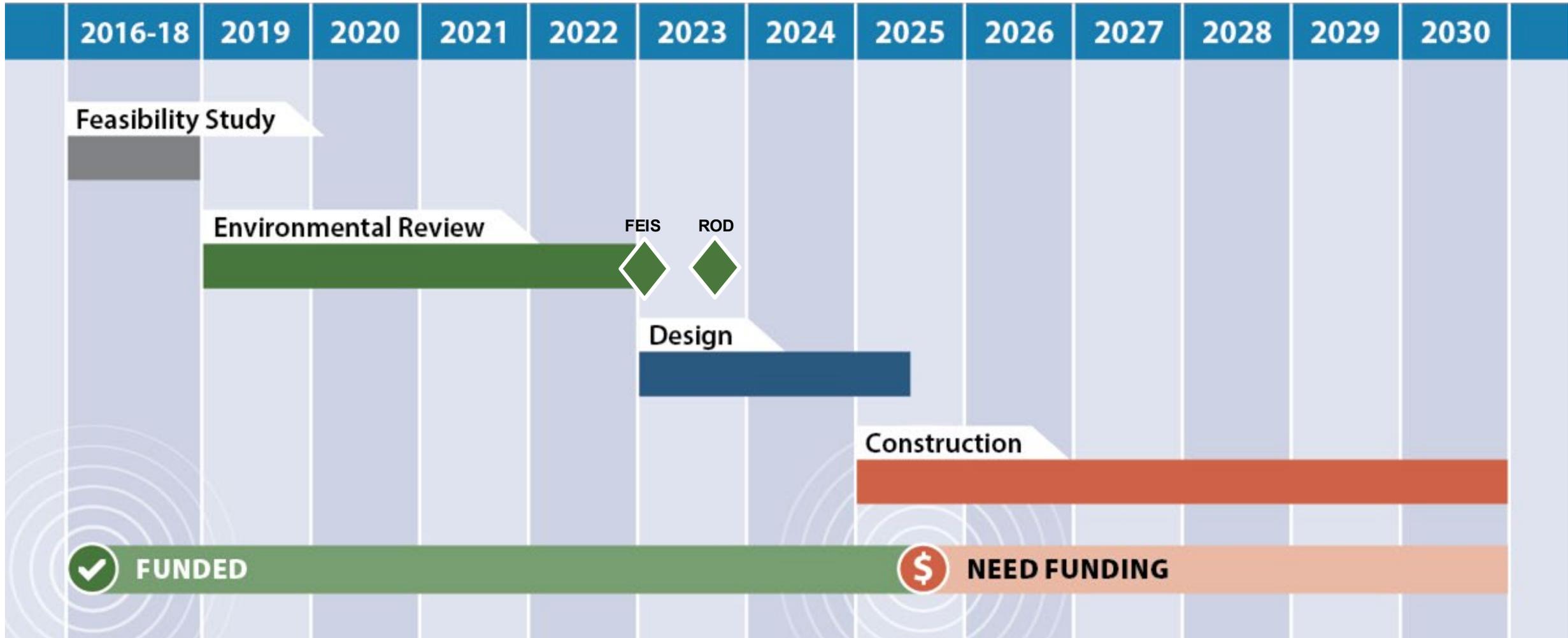
Typical Cross-section



Project Endorsements

- **January 24, 2022:** Community Task Force
- **March 3, 2022:** Project Policy Group
- **March 17, 2022:** Multnomah County Board
- **July 20, 2022:** Portland City Council

Project Timeline



Project Next Steps



ENVIRONMENTAL REVIEW PHASE

Spring 2023: Publish Final EIS

Fall 2023: Publish Record of Decision



FINAL DESIGN PHASE

Spring 2023: NTP A&E Team

Summer 2023: NTP CMGC Contractor

Fall/Winter 2023: 30% Design Milestone

Fall/Winter 2025: 100% Design Phase

Resolution Sequence

- TPAC review/recommendation: January 6
- JPACT review/consideration: February
- Metro Council consideration: February/March

Resolution No. 23-5306

**FOR THE PURPOSE OF ENDORSING THE
PREFERRED ALTERNATIVE FOR THE
EARTHQUAKE READY BURNSIDE BRIDGE
PROJECT**

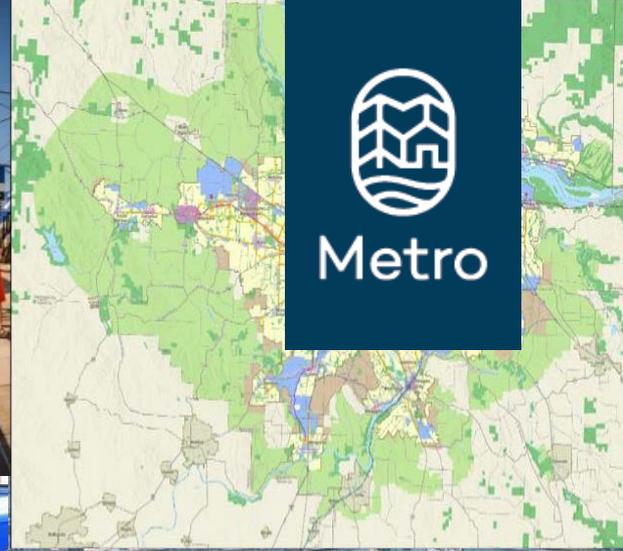
Thank You



Carbon Reduction Program – Overview

TPAC

January 6, 2023



Bipartisan Infrastructure Law (BIL)

- Over \$567B investment across all modes over 5 years
 - Increased formula funding
 - Created new programs
- Majority of funding allocated to states and MPOs by formula
 - Remaining funding available through discretionary grant programs



BIL – Formula Programs

12 formula funding programs in BIL

- Account for over 87.5% of BIL funding to States and MPOs

Most formula funding directed at the state level and administered by ODOT

- Examples:
 - National Highway Performance Program (NHPP)
 - Highway Safety Improvement Program (HSIP)



BIL – New Formula Programs

New formula programs allocated by ODOT at the state level, examples:

- Bridge Investment Program (BIP)
- Electric Vehicle (EV) Charging and Fueling Infrastructure
- **Carbon Reduction Program**

New formula program allocated at the MPO level:

- **Carbon Reduction Program**

BIL – Carbon Reduction Program

Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

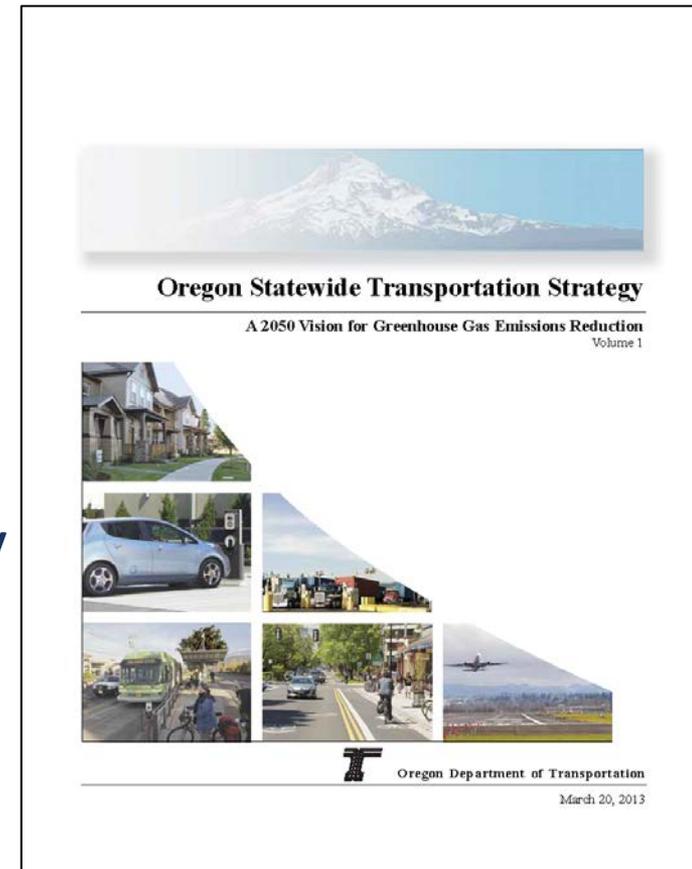
Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - Strategy should be appropriate to the population density and context
- Fund projects and programs that implement the strategy and reduces greenhouse gas emissions

Oregon – Carbon Reduction Program

CRP Funds Oregon Total: \$82.5M

- Existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)* - OR's framework for reducing transportation GHG emissions
- Prioritize *STS* actions to CRP Strategy
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing



Carbon Reduction Program

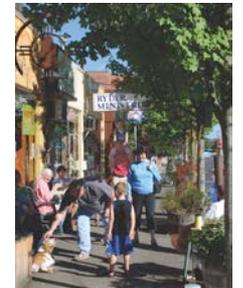
Opportunity for Metro to implement the Climate Smart Strategy

Estimated funding available:

- \$18.8 million (5-year total)
 - **\$17 M** for carbon reduction projects
 - **\$1.8 M** for Climate Smart program implementation, including monitoring, data and communication



Climate Smart Strategy: Policies and Strategies



Adopted in 2014 and approved by LCDC in 2015

Proposed Investment Areas for Carbon Reduction Program Funds

Three Climate Smart Strategies:



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Carbon Reduction Program Timeline

Define Program

- Introduce program
- Climate Smart refresher
- Outline priority areas/themes
- Propose process

Allocation

- Public
- Coordinate w/the state
- Program analysis

Program Coordination

- Program projects and programs in MTIP
- Coordinate w/the state
- Program analysis

Submission

Carbon Reduction Program allocation due to FHWA

Autumn-Winter 2022 Winter- Spring 2023 Summer-Autumn 2023 November 2023



Discussion Questions

TPAC questions, thoughts and/or comments on:

1. BIL, Carbon Reduction Program
2. Proposed Climate Smart investment areas
3. Timeline



Next Steps

- TPAC & JPACT Introduction – January 2023
- TPAC & JPACT Discussion on Proposals – February 2023
- TPAC & JPACT Carbon Reduction Program Funds Allocation Recommendation – Spring 2023
- Metro Council Adoption – Spring 2023

oregonmetro.gov

