

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, February 3, 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)

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<b>9:00 a.m.</b>	<b>Call meeting to order, declaration of quorum and introductions</b>	Vice Chair Leybold
<b>9:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• Updates from committee members around the Region (all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Metro FFY 2023 Annual Obligation Targets Summary (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li><li>• Climate Friendly Equitable Communities Rules - Metro Implementation (Kim Ellis)</li><li>• Draft 2023-24 UPWP review (Vice Chair Leybold)</li></ul>	
<b>9:20 a.m.</b>	<b>Public communications on agenda items</b>	
<b>9:25 a.m.</b>	<b>Consideration of TPAC minutes, January 6, 2023 (<u>action item</u>)</b>	Vice Chair Leybold
<b>9:30 a.m.</b>	<b>Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5315 (<u>action item, Recommendation to JPACT</u>)</b> Purpose: For the purpose of amending the 2021-24 MTIP to ensure previously approved funding is available to support planning activities in the SFY 2024 Unified Planning Work Program (UPWP)	Ken Lobeck, Metro
<b>9:40 a.m.</b>	<b>2023 Regional Transportation Plan - Schedule, Engagement and Call for Projects</b> Purpose: Metro staff will provide TPAC with an update on the RTP schedule, planned engagement activities and the Call for Projects. TriMet and ODOT staff will share their draft project lists. Other agency partners are invited to share updates on developing their draft project lists.	Kim Ellis, Metro Tara O'Brien, TriMet Chris Ford, ODOT
<b>10:25 a.m.</b>	<b>Committee comments on creating a safe space at TPAC</b>	Vice Chair Leybold
<b>10:30 a.m.</b>	<b>Adjournment</b>	Vice Chair Leybold

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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**2023 TPAC Work Program**

**As of 1/27/2023**

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

**All meetings are scheduled from 9am - noon**

<p><b><u>TPAC meeting, February 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Metro FFY 2023 Annual Obligation Targets Summary (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Climate Friendly Equitable Communities Rules – Metro Implementation (Kim Ellis)</li> <li>• Draft 2023-24 UPWP review (Vice Chair Leybold)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-5315 Recommendation to JPACT</b> (Lobeck, 10 min)</li> <li>• 2023 RTP – Schedule, Engagement and Call for Projects (Ellis, Metro/O’Brien, TriMet/Ford, ODOT; 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>MTAC/TPAC joint workshop, February 15, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Integrating Construction Careers Pathways in Metro’s transportation work (Sebrina Owens Wilson, Metro; 45 min)</li> <li>• Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)</li> <li>• Draft Urban Growth Boundary (UGB) work plan (Ted Reid, 60 min.)</li> </ul>
<p><b><u>TPAC meeting, March 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li> <li>• MTIP Formal Amendment I-5 Rose Quarter Discussion (Lobeck; 15 min)</li> <li>• I-5 Rose Quarter Project Briefing (Megan Channell, ODOT; 30 min)</li> <li>• UPWP Draft Review (John Mermin, 30 min)</li> <li>• 82<sup>nd</sup> Avenue Project update (Elizabeth Mros-O’Hara, Metro/ City of Portland TBD; 30 min)</li> <li>• 2023 RTP: Draft Chapter 3 (Policy) Discuss draft mobility policy, draft pricing policy and draft HCT policy (Kim Ellis, Metro, 75 min)</li> <li>• <i>Carbon Reduction Program – Introduce Allocation Proposals (Leybold/Cho/Ellis, Metro; 60 min)</i></li> <li>• <i>Great Streets Program update: 150% project list and prioritization discussion (Chris Ford, ODOT; 30 min)</i></li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>TPAC workshop, March 8, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Regional Freight Delay &amp; Commodities Movement Study (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 90 min)</li> <li>• Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)</li> <li>• <i>Cascadia Corridor Ultra High Speed Ground Transportation program grant proposal update (Ally Holmqvist, Metro/ Jennifer Sellers, ODOT/ Jason Beloso, WSDOT; 30 min)</i></li> </ul>

**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)
- **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)
- **UPWP Resolution 23-\*\*\*\*** Recommendation to JPACT (John Mermin, 20 min)
- **82<sup>nd</sup> Avenue Project Resolution 23-XXXX**  
Recommendation to JPACT (Mros-O'Hara, Metro/ City of Portland TBD, 30 min)
- **Carbon Reduction Program – Funding Allocation**  
Recommendation to JPACT (Leybold/Cho/Ellis, Metro; 60 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)
- 2024-27 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT; 20 min)

**TPAC meeting, May 5, 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)
- 2024-2027 MTIP – Public Comment Report (Grace Cho)

**Agenda Items:**

- **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)
- Climate Smart Strategy Discussion (Kim Ellis, 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**TPAC workshop, May 10, 2023**

**Agenda Items:**

- 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)



<p><b><u>TPAC meeting, June 2, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>2023 RTP: Finalizing draft RTP and list of project and program priorities for public review</b> <u>Recommendation to JPACT</u> (Kim Ellis, 90 min)</li> <li>• 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>MTAC/TPAC joint workshop, June 21, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)</li> <li>• Possible Urban Growth Boundary topic, (Ted Reid, Metro, 60 min.)</li> </ul>
<p><b><u>TPAC meeting, July 7, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>2024-2027 MTIP – Adoption Draft</b> <u>Recommendation to JPACT</u> (Cho, 30 min)</li> <li>• 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>TPAC workshop, July 12, 2023</u></b></p> <p><b>Agenda Items:</b></p>
<p><b><u>TPAC meeting, August 4, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>MTAC/TPAC joint workshop, August 16, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)</li> </ul>

<p><b><u>TPAC meeting, September 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <i>Great Streets Program updates: Final project list</i> (Chris Ford, ODOT; 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>TPAC workshop, September 13, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)</li> </ul>
<p><b><u>TPAC meeting, October 6, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	
<p><b><u>TPAC meeting, November 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 23-XXXX</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>Ordinance 23-XXXX on 2023 RTP, Projects and Appendices</b> <u>Recommendation to JPACT</u> (Kim Ellis, 90 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>TPAC workshop, November 8, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Regional Transportation Safety Performance Report (Lake McTighe, 30 min)</li> </ul>

**TPAC meeting, December 1, 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)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**Parking Lot: Future Topics/Periodic Updates**

- 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
- 82<sup>nd</sup> Avenue updates
- TSMO updates
- 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)

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 23, 2023  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during late December 2022 through late January 2023)

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## **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

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 # <b>22146</b> MTIP ID 71119	Metro	<b>Freight and Economic Development Planning (FFY 2023)</b>	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> 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 # <b>22170</b> MTIP ID 71125	Metro	<b>TSMO Administration (FFY 2023)</b>	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)	<b><u>ADVANCE &amp; COMBINE</u></b> 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 # <b>22152</b> MTIP ID 71132	Metro	<b>Regional MPO Planning (FFY 2023)</b>	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> 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 # <b>22311</b> MTIP ID: 71225	Metro	<b>Portland Metro Planning SFY24</b>	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<b><u>ADD &amp; COMBINE</u></b> 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 # <b>22469</b> MTIP ID: 71259	ODOT	<del>US30BY &amp; OR99E Curb Ramps (Portland)</del> <b>US30BY Curb Ramps (Portland)</b>	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along <del>OR99E and</del> US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<b><u>SCOPE &amp; COST CHANGE:</u></b> 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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Approval Status for the January FFY 2023 Formal MTIP Amendment, JA23-05-JAN:

- TPAC approval date: January 6, 2023
- JPACT approval date: January 19, 2023
- Metro Council approval date: Schedule for Thursday, February 9, 2023

**Administrative Modifications**  
(Includes the End-of-Year Slips Amendment)

**December (AM23-06-DEC3)**

Key	Lead Agency	Name	Change
21606	ODOT	OR224 at SE Monroe St	<b>CANCEL PHASE</b> The administrative modification cancels the ROW and Other/UR phases. Minor fund corrections are also made to the PE and Construction phases. The total project cost and scope remain unchanged at \$4,010,284.
21596	ODOT	OR224: SE 17th Ave - SE Rusk Road	<b>MINOR SCOPE CHANGE:</b> The Monroe intersection scope element is removed to avoid overlapping conflicts with Key 21606 resulting in funding adjustments to the ROW phase. The net cost change is 6.84% and less than the 20% threshold

**January (AM23-07-JAN1)**

**Project Phase Required Slips**

FFY 2023 Metro Funded Project Slip List					
Congestion Mitigation Air Quality (CMAQ) Improvement Program Funded Projects (New CMAQ)					
Key	Lead	Name	Phase	Federal Amount	Action
20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Cons	\$2,313,096	Slip cons and funding from FFY 2023 to FFY 2024
<b>Total "New" CMAQ to Slip:</b>				<b>\$2,313,096</b>	

FFY 2023 Metro Funded Project Slip List					
Surface Transportation Block Grant (STBG-U) Funded Projects (New STBG-U)					
Key	Lead	Name	Phase	Federal Amount	Action
18758	Beaverton ODOT	OR8: SW Hocken Ave - SW Short St	Cons	\$1,974,955	Slip cons and funding from FFY 2023 to FFY 2024
			Cons	\$1,615,497	ODOT State STBG
Added Note: Key 18758 will be split into two projects. Metro STBG remains with Beaverton. Slip Key 18758 first, then split, then add HIP Exchange. Possible Beaverton's portion will obligate in FFY 2023					
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	ROW	\$193,204	<b>Slip ROW phase (with STBG-U and State STBG from FFY 2023 to FFY 2024)</b> See also ODOT funded projects. Slip ROW phase to FFY 2024
<b>Total "New" STBG to Slip:</b>				<b>\$2,168,159</b>	Excludes State STBG

FFY 2023 Metro Funded Project Slip List					
Transportation Alternatives (TA-U) (New TA-U)					
Key	Lead	Name	Phase	Federal Amount	Action
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Cons	\$250,598	Slip Cons phase with TA-U funds to FFY 2024. Note: Older STBG-U will be slipped as well.
Total "New" TA-U to Slip:				\$250,598	

FFY 2023 Metro Funded Project Slip List					
HIP Exchange – Advance Construction (ADVCON)					
Key	Lead	Name	Phase	Federal Amount	Action
Split 18758	Beaverton	Canyon Rd	Cons	\$325,948	<b>Slip Cons to FFY 2024.</b> Once Key 18758 is split into separate projects add HIP Exchange award
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Cons	\$900,000	<b>Slip Cons to FFY 2024.</b> When the HIP Exchange funds are added to the project, they will be added to construction in FFY 2024 along with the STBG and TA funds
Total HIP Exchange Finds Needing to Slip:				\$1,225,948	

FFY 2023 Metro Funded Project Slip List					
"Older" Metro Funded Projects (CMAQ, STBG, and TA funds)					
Key	Lead	Name	Phase	Federal Amount	Action
Split 18758	Beaverton	Canyon Rd	Cons	\$325,948	<b>Slip Cons to FFY 2024.</b> Once Key 18758 is split into separate projects add HIP Exchange award
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Cons	\$1,071,762	<b>Slip Cons to FFY 2024.</b> Older STBG-U. Slip with new TA-U to 2024. Obligation exception to be submitted
Total Older Funds to Slip:				\$1,397,710	

FFY 2023 Project Slip List					
ODOT Funded Projects					
Key	Lead	Name	Phase	Federal Amount	Action
21621	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	PE	\$35,117	Slip PE phase to FFY 2024 with HSIP funds. Total PE = \$38,080
			Cons	\$273,278	Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$296,278

21882	Multnomah County	Hawthorne Bridge Ramps	Cons	\$7,118,759	Slip Cons to FFY 2024 with State STBG. Total Cons = \$7,933,533
21624	Portland	West Burnside/NW 22nd Vicinity Pedestrian Signal	PE	\$105,712	Slip PE phase with AC-HSIP funds. Total PE = \$114,630
			Cons	\$463,176	Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$502,251
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	ROW	\$1,237,904	AC-STBGS See also Metro STBG-U slips. Slip ROW phase to FFY 2024
20332	Portland	I-205 Overcrossing (Sullivans Gulch)	ROW	\$0	Slip \$107,900 of Other-Local funds in ROW phase to FFY 2024
			Cons	\$1,682,468	Slip Cons phase with AC-TAS, match, and overmatch to FFY 2024
			Cons	\$1,949,044	Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$2,113,472
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	Cons	\$1,949,044	<b>Slip Cons phase to FFY 2024</b> with HSIP funds. Total Cons = \$2,113,472
21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	Cons	\$1,057,646	<b>Slip Cons phase to FFY 2024</b> with HSIP. Total Cons= \$1,146,873
20331	Portland	I-205 Overcrossing (Sullivans Gulch)	Cons	\$1,682,468	Slip Cons phase with AC-TAS funds to FFY 2024. Total Cons = \$2,520,981

22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ROW	\$132,278	Slip ROW phase to FFY 2024 with TA-State funds. Total ROW phase is \$147,418
			Other/UR	\$53,838	Slip Other/UR phase to FFY 2024 with TA-State funds. Total Cons = \$60,000
21601	ODOT	Portland Metro and Surrounding Areas Variable Message Signs	PE	\$294,707	State STBG <b>Slip PE phase to FFY 2024.</b> Note: Key 21601 also is part of the December formal amendment to shift Construction funds to Key 21602. No action to PE phase in formal amendment. There will be multiple updates to Key 21601.
21602	ODOT	I-5: <u>Marquam</u> Bridge - Capitol Highway	ROW		NHPP <b>Slip ROW phase to FFY 2024.</b> <u>Also</u> part of the December Formal amendment bundle with 21601 and 20474
21606	ODOT	OR224 at SE Monroe St	ROW	\$13,081	<b>Slip ROW to FFY 2024</b> HSIP Total ROW = \$14,185

			Other/UR	\$37,636	<b>Slip Other/UR to FFY 2024</b> NHPP + AC-HSIP Total Other = \$41,342 Slip Other/UR phase from FFY 2023 to FFY 2024
21608	ODOT	OR8 at Armco Ave Main St and A&B Row	ROW	\$279,356	<b>Slip ROW to FFY 2024</b> NHPP+ AC-HSIP Total ROW = \$457,787 Slip ROW phase from FFY 2023 to FFY 2024
			Other/UR	\$72,536	<b>Slip Other/UR to FFY 2024</b> NHPP + AC-HSIP Total Other/UR = \$80,445 Slip Other/UR phase from FFY 2023 to FFY 2024
21638	ODOT	OR213: I-205 - OR211	Other/UR	\$0	SFLP project Slip Other/UR with \$15,090 of State funds from FFY 2023 to FFY 2024
			RW	\$0	SFLP Project Slip ROW phase with \$48,255 of State funds from FFY 2023 to FFY 2024
22504	ODOT	I-84: Corbett Interchange - Multnomah Falls Phase 2	ROW	\$122,653	Slip ROW phase to FFY 2024 with AC-STBGS. Total ROW phase is \$133,000
			Cons	\$2,053,948	Slip Cons phase to <b>FFY 2024</b> with AC-STBGS fund. Total Cons = \$2,227,226
22551	ODOT	US26: SE Powell Blvd & SE 36th Ave	Cons	\$0	Slip Cons phase with to FFY 2024 with \$485,000 of State Gen funds. Total Cons phase = \$485,000

**January (AM23-08-JAN2)**

Key	Lead Agency	Name	Change
21624	Portland	West Burnside/NW 22nd Vicinity Pedestrian Signal	<b>FUND SWAP:</b> Swap out AC for HSIP and re-structure for later SFLP conversion. NO scope or cost change occurs as a result of the fund swap





# Memo

Date: January 16, 2023  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: Metro FFY 2023 Annual Obligation Targets Summary

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## **BACKGROUND**

### **Formal Amendments Approval Process:**

Federal Highways Administration (FHWA) administers and appropriates several types of transportation funds on an annual basis. These funds are normally appropriated to the State DOTs through a formula-based logic. A few examples include National Highway Performance Program (NHPP), Highways Safety Improvement Program (HSIP), and National Highway Freight Program (NHFP) funds. Three of the appropriated formula funds to the State DOTs are also suballocated to the Metropolitan Planning Organizations (MPOs) normally through a formula as well for their use. These include:

- Congestion Mitigation Air Quality (CMAQ) Improvement Program Funds
- Surface Transportation Block Grant Funds
- Transportation Alternatives (TA)

The three allocated MPO Federal Funds:

### **CMAQ Funds:**

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funding should not be considered a transportation improvement fund, but one that supports improvements to air quality.

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO. The key part of the use of CMAQ fund eligibility is that the project must clearly demonstrate through acceptable quantifiable measurements that the funding will reduce ozone, carbon monoxide, or particulate matter.

### **Surface Transportation Block Grant Funds – Urban Allocation (STBG- U):**

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. STBG supports a wide range of projects and improvement activities from planning through implementation and delivery.

**Transportation Alternatives (TA) Funds:**

The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

**Additional Fund Allocation for FFY 2023:****Highway Infrastructure Program (HIP) funds**

HIP funds are another FHWA based funding program which support capital roadway improvement projects. They have restrictions for their eligibility and use. Over the last couple of years, the funds have been apportioned to the State DOTs. A small portion has been reserved for urban uses which ODOT has sub-allocated to Metro. HIP funds are not part of Metro's three-fund allocation logic, nor are counted as part of our annual obligation targets. They are included in this report for information purposes as the funds must be obligated by the end of FFY 2023.

**Annual Obligation Targets**

Since FFY 2021, Metro has been held to annual obligation targets for our allocated CMAQ, STBG, and TA funds. The purpose of the obligation targets is to ensure the MPOs program, obligate, and expend their fund allocations in a timely fashion. The timely use of federal transportation funds is a nationwide problem with states and most MPOs are now held accountable for their allocated funds through the application of obligation targets.

The targets are based on the annual programming amounts for the three fund types. At the end of the federal fiscal year, Metro reviews the obligation total for the three funds. If the obligation rate is at least 80% or above, Metro has met our annual obligation target. If the obligation percentage is below 80%, then Metro has failed to meet the obligation target. Penalties in the form of reduced future fund allocations can then be applied.

The program has a somewhat complex set of rules, but overall, the concept is fairly simple. Example: The annual CMAQ, STBG, and TA project programming for the year totals \$20 million. Upon review of the programming Metro accepts the programming total of \$20 million. This now becomes the annual 100% obligation target. Metro's goal is a 100% obligation result. However, project delays can occur which may delay the planned phase obligation. Unfortunately, the MPOs do not have a wide range of available reprogramming options that a State DOT possesses. Therefore, the MPOs are required to reach an obligation rate of 80% to meet the annual obligation target. So, if Metro obligates at least \$16 million (80%) out of the 100% target of \$20 million, we have met our annual obligation target. Obviously, Metro works to reach an obligation goal of 100%. However, having the 80% minimum goal provides the needed flexibility the MPOs require.

**How Metro and ODOT Develops the Annual Obligation Targets:**

1. At the beginning of the new federal fiscal year (around November), Metro staff and the ODOT Local Project Delivery Local Agency Liaisons (LAL) complete an updated review of all MTIP and STIP programmed projects. The review also includes all ODOT and transit funded projects.
2. This includes all Metro funded projects with CMAQ, STBG, and TA funds.
3. Metro sends the LALs, a project list with CMAQ, STBG, and TA funded projects in the current federal fiscal year
4. ODOT and Metro staff will review the list and evaluate if the project phase programming is correct, or if any phases need to slip to the next year. Delivery barriers, issues, or other requirements that could delay the schedule are identified and discussed.

5. An updated project and phase delivery schedule is developed to determine if the phase and funding needs to be slipped to the next federal fiscal year.
6. During December, Metro and ODOT staff complete all required project phase slips.
7. Remaining CMAQ, STBG, and TA funded projects are now totaled. The updated project list now reflects the estimated project phase obligations for the year and becomes Metro’s Annual 100% Obligation Targets list.
8. Project phase obligations are monitored and documented against the target list to determine how well Metro is meeting the identified targets.
9. At the end of August, the Metro’s final obligation list is sent on to ODOT to compare against their obligation numbers. Both come to an agreement what will be the final obligation percentage for the year and if we met our annual targets. If the final annual obligation percentage is above 80%, then Metro has met our annual obligation target requirements.

**Metro FFY 2023 Obligation Targets Summary:**

Upon completion of the project reviews and determining which project should obligate before the end of FFY 2023 (by September 30, 2023), Metro’s “New Funds” CMAQ, STBG, and TA obligation projects emerged and are shown in the below table:

FFY 2023 Metro Obligation Targets Summary					
Fund Name	Fund Type Code	December Targets Amount	Total Actual Obligations	Percent of 100% Target	
Congestion Mitigation Air Quality Improvement Funds:	CMAQ	\$ 11,089,730	\$ -	0.00%	
Surface Transportation Block Grant - Urban (Metro):	STBG	\$ 29,047,375	\$ -	0.00%	
Transportation Alternatives Funds:	TA	\$ 708,545	\$ -	0.00%	
<b>HIP Fund Exchange Supplemental Funding:</b>	<b>ADVCON</b>	<b>\$ 2,624,052</b>	<b>\$ -</b>	<b>0.00%</b>	
(Does not include HIP Exchange)	Totals:	\$ 40,845,650	\$ -	0.00%	
Total with HIP Exchange Supplemental Funding:		\$ 43,469,702	\$ -	0.00%	

**Metro’s 100% FFY 2023 Obligation Target will be \$40,845,650.** Metro’s goal is to obligate 100% of the target. Metro’s minimum obligation target is \$32,676,520. The obligation tally for the Metro “New Funds” needs to be at least \$34 to \$35 million to compensate for project de-obligations that also occur.

Although the HIP Fund Exchange is not part of the Obligation Target requirements, they have been added for reference since we need to obligate these funds before the end of FFY 2023 if possible as well. At the time of the HIP obligation updates, two projects identified potential constriction phase obligation timing delays. The HIP funds were removed from the table for the time being as the construction phase issues are being addressed. The HIP funds can be applied PE and ROW needs for the two projects which would increase the HIP obligation projection close to the total of \$3.85 million.

**Metro Older CMAQ, STBG, and TA Obligation Requirements:**

Metro Older CMAQ, STBG, and TA funded projects include those Metro RFFA awards to projects where the funding has been available to be obligated since FFY 2020 or before. The funding for these projects has been carried over from year-to-year several times without successfully obligating the programmed phase. In FFY 2020 as part of the Obligation Targets rules, projects identified with older funds were give a three-year obligation window. All older funds must be obligated by the end of FFY 2023, or the funds will lapse.

When the Obligation Targets Program took effect in FFY 2020, Metro outstanding “Older Funds” balance stood at approximately \$40 million dollars. Since FFY 2020, about 25% (or \$10 million) has been obligated each year. Metro’s remaining “Older Funds” balance that need to obligate by the end of FFY 2023 is \$9.3 million and is shown the below table

Older Projects Totals				
Fund Name	Fund Type Code	December Targets Amount	Total Actual Obligations	Percent of 100% Target
Congestion Mitigation Air Quality Improvement Funds:	CMAQ	\$ 3,042,724	\$ -	0.00%
Surface Transportation Block Grant - Urban (Metro):	STBG	\$ 6,292,336	\$ -	0.00%
Transportation Alternatives:	TA-U	\$ -	\$ -	0.00%
Older Totals:		\$ 9,335,060	\$ -	0.00%

With the exception of two projects, all older funded projects should obligate their CMAQ or STBG funds before the end of FFY 2023. An obligation exception request has been submitted for the two remaining projects based on external factors delaying both projects. The obligation exception request is intended to address external factors outside of the agency or ODOT’s control that are delaying phase obligations and overall timely project delivery.

**FFY 2023 Project Obligation Status**

The projects that comprise the Metro FFY 2023 “New Funds” Obligation Targets, HIP Funding, and Metro “Older Funds” are shown on the following pages. Projects identified in green are projected to obligate before the end of FFY 2023. Projects highlighted in red will not obligate this year and have been or are in the process of being slipped to FFY 2024 or later.

For additional details about Metro’s annual Obligation Targets program, please contact Ken Lobeck, Metro Funding Programs Lead at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov).

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
<b>Congestion Mitigation Air Quality (CMAQ) "New" Funds</b>												
20808	70878	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes sidewalks curbs and gutters to improve safety and accessibility.	Cons	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000	No	YES	Matt Novak
16986	70542	Gresham	NW Division Complete St Phase I: Wallula Ave - Birdsdale Ave	Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements sidewalks (gap fills) curbs curb ramps and bike lanes	Other/ UR	\$ 89,730	\$ 10,270	\$ -	\$ 100,000	Yes	No	Matt Novak
21149	71122	TriMet	HCT and Project Development Bond Payment (FFY 2023)	Payment to a high capacity transit (HCT) and project development bond administered by TriMet.	Other/ Transit	\$ 11,000,000	\$ 1,258,999	\$ -	\$ 12,258,999	Yes	No	Erika Turney
<b>Initial Total Possible CMAQ that could obligate in FFY 2023:</b>						<b>\$ 13,402,826</b>	<b>Sub 100% Target Obligations Amounts</b>					
<b>CMAQ Funds Needed to Slip to FFY 2024:</b>						<b>\$ 2,313,096</b>	<b>90%</b>	<b>85%</b>	<b>80%</b>			
<b>Final CMAQ FFY 2023 100% Obligation Target Amount:</b>						<b>\$ 11,089,730</b>	<b>\$ 9,980,757</b>	<b>\$ 9,426,271</b>	<b>\$ 8,871,784</b>			

<b>Surface Transportation Block Grant (STBG) Funds</b>												
21121	71018	Beaverton	OR210: SW Scholls Ferry Rd to SW Hall ITS	Implement Adaptive Signal Control Technologies (ASCT) to adjust traffic signal to actual conditions. ASCT continuously distributes green light time equitably to all traffic movement and therefore helps to reduce congestion.	Cons	\$ 304,939	\$ 34,902	\$ -	\$ 339,841	Yes	No	Katie Gillespie
22129	71101	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	Complete Freight ITS Action Plan improvements including installation of truck signal priorities signal UPS battery back-up traffic surveillance camera systems count stations travel time measurement sensors and deployment of portable monitoring trailer	PE	\$ 200,000	\$ 22,891	\$ -	\$ 222,891	Yes	No	Mahasti Hastings



Metro FFY 2023 Obligation Targets

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
19276	70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools businesses and transportation options.	Cons	\$ 2,149,994	\$ 246,076	\$ 791,913	\$ 3,187,983	Yes	No	Mahasti Hastings
22139	71089	Clackamas County	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	Complete project development NEPA environmental engineering plans specifications and cost estimates to construct a new Trolley Trail Bridge across the Clackamas River	Planning	\$ 1,228,800	\$ 140,642	\$ -	\$ 1,369,442	Yes	No	Mahasti Hastings
22598	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions and desired outcomes. (FY 2021 fund allocation year) (Combine \$121,649 of STBG into Key 22154)	Planning	\$ -	\$ -	\$ -	\$ -	Combine into Key 22153	N/A	Ken Lobeck Ted Leybold Rachael Lembo
22146	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)	Planning	\$ 76,491	\$ 8,755	\$ -	\$ 85,246	Maybe	N/A in FFY 2025	Ken Lobeck Ted Leybold Rachael Lembo
22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)(Advance to FFY 2023, combine \$121,649 of STBG from Key 22598, and \$232,150 of STBG from Key 22155for a revised total of \$805,136 of STBG)	Planning	\$ 805,136	\$ 92,151	\$ -	\$ 897,287	No	Yes	Ken Lobeck Ted Leybold Rachael Lembo
22155	71112	Metro	Next Corridor Planning (FFY 2023)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY2023 UPWP allocation year) (Shift \$232,150 of STBG to Key 22154. No slip already in 25)	Planning	\$ 373,698	\$ 69,342	\$ -	\$ 443,040	No	No in FFY 2025	Ken Lobeck Ted Leybold Rachael Lembo

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
<del>21849</del> 22312	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)	Planning	\$ -	\$ -	\$ -	\$ -	Yes	No	Ken Lobeck Ted Leybold Rachael Lembo
22152	71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year) (Combine into Key 22312)	Planning	\$ 1,442,694	\$ 165,123	\$ -	\$ 1,607,817	Yes	No	Ken Lobeck Ted Leybold Rachael Lembo
21593	71067	Metro	Portland Transportation Demand Management Activities	Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)	Other	\$ 376,509	\$ 43,093	\$ -	\$ 419,602	Yes	No	Ken Lobeck Ted Leybold Rachael Lembo
21158	71132	Metro	Regional Travel Options (RTO) program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility. (FY 2023 UPWP allocation year)	Other	\$ 2,839,398	\$ 324,982	\$ -	\$ 3,164,380	Expected NO	Leave in 2025	Ken Lobeck Ted Leybold Rachael Lembo
22161	71114	Metro	Safe Routes to Schools program (FFY 2023)	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2023 allocation year)	Other	\$ 546,364	\$ 62,534	\$ -	\$ 608,898	Possible - confirm will be part of SFY 24 UPWP	Advance to FFY 2023 if needed	Ken Lobeck Ted Leybold Rachael Lembo
22164 Update Key Needed	71103	Metro TriMet	<del>Transit Oriented Development (TOD) program (FFY 2023)</del> Preventive Maintenance Support (FFY 2023)	<del>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)</del> Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district.	Other	\$ 3,600,373	\$ 412,079	\$ -	\$ 4,012,452	Yes	Advance to FFY 2023	Ken Lobeck Erika Turney

Metro FFY 2023 Obligation Targets

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
20883	70874	Metro	Transit Oriented Development Program (2021)	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	Other	\$ -	\$ -	\$ 3,393,696	\$ 3,393,696	Unknown		Ken Lobeck Ted Leybold Rachael Lembo
New Local TOD	TBD	Metro	Transit Oriented Development Program (2023)	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	Other	\$ -	\$ -	\$ 3,600,373	\$ 3,600,373	Assume Yes		Ken Lobeck Ted Leybold Rachael Lembo
22170	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)	Other	\$ 194,369	\$ 22,246	\$ -	\$ 216,615	Yes Advance to FFY 2023	Advance	Ted Leybold Ken Lobeck
18316	70653	Portland	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Provide preliminary and final PS&E for the Installation of two (2) CCTV cameras moving one (1) CCTV camera to a different location and installing 288 count Fiber Optic cable in order to solve a data bottleneck where fiber optics hitting capacity limits.	Cons	\$ 536,974	\$ 61,459	\$ 44,949	\$ 643,382	Yes	No	Mark Hardeman
20814	79884	Portland	Jade and Montavilla Multi-modal Improvements	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)	Other	\$ -	\$ -	\$ 50,000	\$ 50,000	Yes		Mark Hardeman
					Cons	\$ 1,241,536	\$ 142,099	\$ 3,657,157	\$ 5,040,792	Yes	No	Mark Hardeman
22448	71243	Portland	Local Traffic Signal Controller Replacement	Purchase Advanced Transportation Controllers (ATCs hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.	Other	\$ 840,435	\$ 96,192	\$ -	\$ 936,627	Yes	No	Mark Hardeman
18837	70778	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Combine Keys 18837 and 22132 that will install new signal at Columbia/Alderwood add a new right turn lane add sidewalks/bike lanes add a new signal at the Columbia/Cully intersection plus intersection safety improvements.	ROW (Metro STBG)	\$ 193,304	\$ 22,125	\$ -	\$ 215,429	No	Yes	Mark Hardeman
					ROW (ODOT AC Funds)	\$1,237,904 (AC-STBGS)	\$ 141,684	\$ -	\$ 1,379,588	No	Yes	

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
22531	71254	Portland	Portland Traffic Signal Performance Measures Development & Eval	Across Portland develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility efficiency and safety.	Other	\$ 619,137	\$ 70,863	\$ -	\$ 690,000	Yes	No	Mark Hardeman
22530	71253	Portland	Traffic Signal Communications Improvements: Holgate Blvd & 92nd Ave	Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety and service to motorists.	Other	\$ 227,196	\$ 26,004	\$ -	\$ 253,200	Yes	No	Mark Hardeman'
22149	71122	TriMet	HCT and Project Development Bond Payment (FFY 2023)	Payment to a high capacity transit (HCT) and project development bond administered by TriMet.	Other	\$ 10,830,000	\$ 1,239,542	\$ -	\$ 12,069,542	Yes	No	Erika Turney
22128	71095	Washington County	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Design and implement various access and crossing enhancements in the AlohaTown Center area to improve pedestrian safety.	Planning	\$ 358,920	\$ 41,080	\$ -	\$ 400,000	Yes	No	Katie Gillespie
22140	71099	Washington County	US26 at Cornelius Pass Rd: Bike /Ped Xing	On US 26 just east of Cornelius Pass Rd IC complete pre NEPA project development feasibility study for a future bike/ped bridge grade separation across US26.	Planning	\$ 628,110	\$ 71,890	\$ -	\$ 700,000	Yes	No	Katie Gillespie
<b>Initial Total Possible STBG that could obligate in FFY 2023:</b>						<b>\$ 29,240,679</b>	<b>Sub 100% Target Obligation Amounts</b>					
<b>STBG Funds Needed to Slip to FFY 2024:</b>						<b>\$ 193,304</b>	<b>90%</b>	<b>85%</b>	<b>80%</b>			
<b>Final STBG FFY 2023 100% Obligation Target Amount:</b>						<b>\$ 29,047,375</b>	<b>\$ 26,142,638</b>	<b>\$ 24,690,269</b>	<b>\$ 23,237,900</b>			
<b>Transportation Alternatives (TA-U) Funds</b>												
21593	71067	Metro	Transportation Demand Management (Metro)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	Other	\$ 40,000	\$ 4,578	\$ -	\$ 44,578	Yes	No	Ted Leybold Ken Lobeck
20812	70877	Metro	Brentwood Darlington Bike/Ped Improvements	Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor(2019-21 RFFA Award)	Cons	\$ 668,545	\$ 76,518	\$ 3,268,309	\$ 4,013,372	Maybe	Maybe	Matt Novak Ken Lobeck

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Signal improvements intersection redesigns bus stop improvements and highpriority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station (19-21 FFFA Award)	Cons	\$ 250,598	\$ 28,682	\$ -	\$ 279,280	No	No	Matt Novak
19357	70689	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Construct a 1.5-mile long 12-foot wide regional trail consisting of paving bridges/boardwalks lighting road right-of-way improvements environmental mitigation and bicycle/pedestrian amenities and site furnishings.	PE	\$ 766,925	\$ 87,779	\$ -	\$ 854,704	Yes	No	Katie Gillespie
<b>Initial Total Possible STBG that could obligate in FFY 2023:</b>						\$ 959,143	<b>Sub 100% Obligation Amounts</b>					
<b>STBG Funds Needed to Slip to FFY 2024:</b>						\$ 250,598	90%	85%	80%			
<b>Final STBG FFY 2023 100% Obligation Target Amount:</b>						\$ 708,545	\$ 637,691	\$ 602,263	\$ 566,836			

**HIP Fund Exchange Supplemental Funding Awards (HP from FFY 2021 and 2022 allocation Years)**

Total Funds Available: \$ 3,850,000

19276	70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools businesses and transportation options.	Cons	\$ 577,500	\$ 66,097	\$ -	\$ 643,597	Yes	No	Mahasti Hastings
19327	70690	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	Cons	\$ 695,605	\$ 79,615	\$ -	\$ 775,220	Yes	No	Katie Gillespie
New Split from 19758	TBD	Beaverton	Canyon Rd	To be defined	Cons or Other	\$ 325,948	\$ 37,306	\$ -	\$ 363,254	no	No	ODOT
22128	71095	Washington County	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.	Planning	\$ 325,947	\$ 37,306	\$ -	\$ 363,253	Yes	No	Katie Gillespie
20812	70877	Portland	Brentwood Darlington Bike/Ped Improvements	Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor(2019-21 RFFA Award)	Cons	\$ 282,483	\$ 32,331		\$ 314,814	Yes	No	Mark Hardeman
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Signal improvements intersection redesigns bus stop improvements and highpriority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station (19-21 FFFA Award)	Cons	\$ 900,000	\$ 103,009		\$ 1,003,009	No	No	Matt Novak



ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
17270	70007	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	The project consists of two approved segments: (1) Blue Lake Park to Sundial Rd which 1.7 miles of mixed-trail improvements and (2) Harlow Rd which is SE of Segment 1 and includes 1900 ft running on the west Band of the Sandy River (2010-13 RFFA Award)	Cons	\$ 742,517	\$ 84,984	\$ -	\$ 827,501	Yes	No	Jonathan Horowitz
<b>Initial Total Possible HIP Exchange that must obligate in FFY 2023:</b>						\$ 3,850,000	<b>Sub 100% Obligation Amounts</b>			<b>Actual Obligations:</b>		
<b>HIP Exchange Funds that can to slip to FFY 2024:</b>						\$ 1,225,948	90%	85%	80%	Obligation Amount	Percent	
<b>Final HIP Exchange FFY 2023 100% Obligation Target Amount:</b>						\$ 2,624,052	N/A	N/A	N/A	#REF!	#REF!	

FFY 2023 Metro Obligation Targets Summary						
Fund Name	Fund Type Code	December Targets Amount	Total Actual Obligations	Percent of 100% Target	Notes	
Congestion Mitigation Air Quality Improvement Funds:	CMAQ	\$ 11,089,730	\$ -	0.00%		
Surface Transportation Block Grant - Urban (Metro):	STBG	\$ 29,047,375	\$ -	0.00%		
Transportation Alternatives Funds:	TA	\$ 708,545	\$ -	0.00%		
<b>HIP Fund Exchange Supplemental Funding:</b>	<b>ADVCON</b>	<b>\$ 2,624,052</b>	<b>\$ -</b>	<b>0.00%</b>		
(Does not include HIP Exchange)	Totals:	\$ 40,845,650	\$ -	0.00%		
Total with HIP Exchange Supplemental Funding:		\$ 43,469,702	\$ -	0.00%		

Older CMAQ Projects tht Must Obligate Their Phase Funds Before the End of FFY 2023 Except as Noted for Key 20329												
19327	70690	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	Cons	\$ 3,042,724	\$ 348,253	\$ 2,589,023	\$ 5,980,000	Yes	No, Funds will Lapse	Katie Gillespie
20329	70882	ODOT & West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	Other	\$ 22,145	\$ 2,535	\$ 25,320	\$ 50,000	U		
					Cons	\$ 2,570,792	\$ 294,239	\$ 1,070,190	\$ 3,935,221			
<b>Initial Total Possible CMAQ that could obligate in FFY 2023:</b>						\$ 5,635,661	<b>Sub 100% Target Obligations Amounts</b>					
<b>CMAQ Funds Needed to Slip to FFY 2024:</b>						\$ 2,592,937	90%	85%	80%			
<b>Final CMAQ FFY 2023 100% Obligation Target Amount:</b>						\$ 3,042,724						

ODOT Key	MTIP ID	Lead Agency	Project Name	Description	Phase	Programmed Federal Amount	Programmed Match	Programmed Overmatch	Programmed Total	Will Obligate During FFY 2023 (Yes/No)	Slip to FFY 2024? (Yes/No)	LAL or Contact
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**Older STBG Projects that Must Obligate their Phase Funds before the End of FFY 2023**

New Split from 18758	TBD	Beaverton	Canyon Road	To be defined	Cons	\$ 1,974,955	\$ 184,901	\$ 3,900,000	\$ 6,059,856	No	Yes	Tova Peltz Ted Leybold
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Signal improvements intersection redesigns bus stop improvements and highprioritycrossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station (19-21 FFFA Award)	Cons	\$ 1,071,762	\$ 122,668	\$ 2,485,309	\$ 3,679,739	No	Yes	Matt Novak
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)	Cons	\$ 1,241,536	\$ 142,099	\$ 3,657,157	\$ 5,040,792	Yes	No	Mark Hardeman
					Other	\$ -	\$ -	\$ 50,000	\$ 50,000			
17270	70007	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	The project consists of two approved segments: (1) Blue Lake Park to Sundial Rd which 1.7 miles of mixed-trail improvements and (2) Harlow Rd which is SE of Segment 1 and includes 1900 ft running on the west Band of the Sandy River (2010-13 RFFA Award)	Cons	\$ 2,004,083	\$ 229,376	\$ -	\$ 2,233,459	Yes	No	Mark Hardeman
Initial Total Possible Older STBG that could obligate in FFY 2023:						\$ 6,292,336	<del>Sub 100% Target Obligations Amounts-</del>					
Older STBG Funds Needed to Slip to FFY 2024:						\$ 3,046,717	90%	85%	80%			
Final Older STBG FFY 2023 100% Obligation Target Amount:						\$ 3,245,619						

Older TA Projects tht Must Obligate their Phase Funds before the End of FFY 2023

No Projects identified

**Older Projects Totals**

Fund Name	Fund Type Code	December Targets Amount	Total Actual Obligations	Percent of 100% Target
Congestion Mitigation Air Quality Improvement Funds:	CMAQ	\$ 3,042,724	\$ -	0.00%
Surface Transportation Block Grant - Urban (Metro):	STBG	\$ 6,292,336	\$ -	0.00%
Transportation Alternatives:	TA-U	\$ -	\$ -	0.00%
Older Totals:		\$ 9,335,060	\$ -	0.00%



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January 25, 2023

Director Brenda Bateman  
Department of Land Conservation and Development  
635 Capitol St. NE, Suite 150  
Salem, OR 97301-2540

Subject: Metro Proposal for Alternative Dates

Dear Director Bateman,

Thank you for opportunity to collaborate on the development and implementation of the Climate Friendly Equitable Communities (CFEC) rules. I am writing regarding Metro's proposal for alternative dates to meet the requirements of OAR 660-012-0012(3). We respectfully request to complete all the steps of compliance by Dec. 31, 2025.

### **Proposed Dates (3)(a)(B)**

There are three means by which Metro will comply with the CFEC rules: update to Metro's Regional Transportation Plan, Urban Growth Management Functional Plan, and Regional Transportation Functional Plan. Metro proposes the following dates for the deadlines listed in section (4) of the rules that apply to Metro:

- **Adoption of Regional Transportation Plan by December 6, 2023.** Adoption of the 2023 RTP will address Subsection (4)(a) and Subsection (4)(b).
- **Adoption of amendments to Title 6 of the Urban Growth Management Functional Plan (UGMFP) by Dec. 31, 2024** to require that by Dec. 31, 2025 cities and counties adopt boundaries for existing 2040 regional centers and town centers identified on the 2040 Growth Concept map. Adoption of the amendments will address Subsection (4)(d).
- **Adoption of amendments to the Regional Transportation Functional Plan (RTFP) by December 31, 2025** to direct city and county implementation of the 2023 RTP and align the functional plan with the updated state rules, including Subsections (4)(a), (4)(b), (4)(f) and (4)(g). This work will start on January 1, 2024.

### **Work Already Underway (3)(a)(A)**

Metro's existing plans and processes are in many ways already aligned with the objectives of the updated Transportation Planning Rules. However, several key updates are underway that will support local and regional implementation of the updated state rules, including:

- **Regional Transportation Plan Update:** Metro's existing Regional Transportation Plan is due for an update by Dec. 6, 2023 to maintain compliance with federal law. The RTP also serves as the regional transportation system plan (RTSP) under state law. The plan update began in Fall 2021, and will be considered for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in November 2023, before the current plan expires. The updated plan will include these key updates:
  - **Regional Mobility Policy Update:** Metro and the Oregon Department of Transportation (ODOT) worked together from 2019 to 2022 to develop an updated draft regional mobility policy in the Regional Transportation Plan and Oregon Highway Plan for the Portland region. The draft policy aligns with the new transportation performance measures rules and supports adopted regional and

local land use plans and regional and state priorities for equity, safety, climate, mobility and economy. In Dec. 2022, JPACT and the Metro Council accepted the draft policy and measures for further testing and refinement as part of the current update to the RTP.

- **High Capacity Transit Strategy Update:** As part of the RTP update, Metro is updating the vision for the future of high capacity transit in the Portland region. High capacity transit is the backbone of the transit system envisioned in the RTP and Metro's 2040 Growth Concept, connecting the region's centers through corridors. The update will re-envision the network and identify corridor investment priorities to guide regional high capacity transit system investments.
- **Climate Smart Strategy Update:** As part of the RTP update, Metro will assess progress toward meeting state and regional targets related to reducing transportation GHG emissions to understand whether changes to regional policies, strategies, projects or programs are needed to meet state-mandated targets.
- **Urban Growth Report Update:** The Metro Council, with a recommendation from the Metro Policy Advisory Committee (MPAC), must adopt an Urban Growth Report and review the growth boundary for expansion at least every six years. The last process was completed in 2018 and the next decision must occur by the end of 2024. This work will start in 2023 and will include preparing amendments to Title 6 of the Urban Growth Management Functional Plan (UGMFP) as directed by the new state rules.
- **Coordination and Inclusive Engagement:** Metro is working with the region's 24 cities, three counties, transit providers, ODOT, DLCD and other agencies and engaging local, regional and state public officials and staff, community and business leaders and members of the community at-large to coordinate this work and shape the updated plan, regional mobility policy, Regional High Capacity Transit strategy and Climate Smart Strategy, and prepare amendments regional functional plans.

In addition, Metro worked collaboratively with DLCD and ODOT staff to provide clarity on the applicability of the updated Transportation Planning Rules to transportation system planning in the Portland region. A summary of this work is provided in Attachment 1 and served as the basis for the proposed dates identified above.

Thank you for consideration of this proposal. Metro is looking forward to being an implementation partner, and we are excited to continue our work on planning for a more equitable and climate-friendly future to benefit the people who live and work in the greater Portland region.

Sincerely,



Margi Bradway  
Deputy Director, Planning, Research, and Development

cc: Marissa Madrigal, Chief Operating Officer, Metro  
Andy Shaw  
Kirstin Greene, Deputy Director, Department of Land Conservation and Development

Attachment 1: Applicability of Statewide Transportation Planning Rules to the Portland Metropolitan region (dated 1/3/23)

**Applicability of Statewide Transportation Planning Rules to  
Transportation System Planning in the Portland region**

**Applicability of Statewide Transportation Planning Rules to Transportation System Planning in the Portland region**

This summary was collaboratively prepared by Metro, the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to provide clarity on the applicability of the Statewide Transportation Planning Rules to transportation system planning in the Portland region.

Transportation Planning Rule Section	Applicability	
	Metro and/or Regional Transportation Plan (RTP)	Cities and counties and/or local TSPs in Portland region
<b>0012: Effective Dates and Transition</b> – Subsection (4)(d) requires Metro to amend the UGMFP to “require local government adoption of Region 2040 centers and land use regulations” as described in the UGMFP. Cities and counties in the region must comply with those requirements by December 31, 2025. At that time, Metro will need to verify that boundaries have been adopted and land use regulations have been amended consistent with the Metro Urban Growth Management Functional Plan.	Yes	Yes, for the non-adopted centers
<b>0100: TSPs in Metropolitan Areas</b> –This rule applies to all cities and counties in the state, but not to Metro. Subsection (9) expressly refers to Metro’s RTP and directs Metro to comply with separate requirements in 0140, and sub (10) directs cities and counties inside Metro to also meet the separate requirements in 0140.	No	Yes
<b>0105: TSP Updates</b> –This rules describes how cities update their TSPs. Counties are addressed in the next section regarding urban planning areas. This section applies to “cities” and not to Metro, which is governed by 0140.	No	Yes
<b>0110: Planning Areas</b> – This rule says cities do the TSPs for all urbanizable areas inside UGBs, including unincorporated areas, and describes different requirements for county planning in those areas. It does not apply to Metro.	No	Yes
<b>0115 through 0135: Content of TSPs, Engagement and Equity Analysis</b> – These rules apply to cities and counties and include requirements regarding the content of TSPs, public engagement and equity. Subsections are: 0115 – funding projections, 0120-engagement, 0125-underserved populations, 0130-decision-making with underserved populations, and 0135-equity analysis.	No	Yes
<b>0140: Planning in the Portland Metro Area</b> – This rule creates specific requirements for cities and counties within the Metro area and Metro. It directs those cities and counties to “develop and adopt local transportation system plans as provided in -0100” and directs Metro to “develop and adopt a regional transportation plan as provided in this rule.” As required under sub (3) of this rule, Metro will adopt its regional transportation system plan in coordination with the regional transportation plan that is required by federal law, through a single coordinated process involving both the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.	Yes	Yes

**Applicability of Statewide Transportation Planning Rules to  
Transportation System Planning in the Portland region**

Transportation Planning Rule Section	Applicability	
	Metro and/or Regional Transportation Plan (RTP)	Cities and counties and/or local TSPs in Portland region
<p><b>0145 and 0150: Transportation Options Planning</b> – These rules apply to “cities and counties” and not to Metro, same analysis as above. 0145 – transportation options planning 0150 – transportation system planning inventories</p>	No	Yes
<p><b>0155: Prioritization Framework</b> – This rule sets the context for prioritizing projects in transportation system plans; and how cities, counties, Metro, and state agencies make decisions about investments in the transportation system. This rule expressly applies to “cities, counties, Metro, and state agencies.”</p>	Yes	Yes
<p><b>0160: Reducing VMT</b> – This rule requires Metro, cities and counties to use vehicle miles traveled to link local transportation systems planning with the metropolitan greenhouse gas reduction targets. The rule applies when adopting a TSP and requires the city or county to adopt a TSP that is projected to reduce vehicle miles traveled. Under subsection (2), this rule applies when a city or county makes a major update to a TSP as provided in -0105, or when Metro makes an update to the RTP as provided in -0140.</p>	Yes	Yes
<p><b>0170 through 0190:</b> These rules all apply to “cities and counties” and not to Metro. 0170 – unconstrained project list 0180 – constrained project list 0190 – refinement plans</p> <p><i>Note: Rules 0170 and 0180 align with existing Federal MPO requirements for a financially constrained Regional Transportation Plan that is developed according to the region’s Congestion Management Process (CMP). The RTP includes an unconstrained project list (called the Strategic list) and a constrained project list (called the Constrained list) that is updated with each RTP update. The RTP also identifies refinement plans to address needs identified in the RTP that are not fully addressed.</i></p>	No	Yes
<p><b>0210: Transportation Modeling</b> – This rule applies to “cities and counties” and not to Metro. This rule addresses plan amendments.</p>	No	Yes
<p><b>0215: Transportation Performance Standards</b> – This rule applies to performance standards that cities and counties use to review plan and land use regulation amendments under OAR 660-012-0060, and subsection 6 applies to performance standards that Metro uses to review functional plan amendments under -0060.</p>	Yes	Yes
<p><b>0325: Transportation Review in Climate Friendly Areas</b> – This rule applies to changes in land use regulations in Region 2040 centers.</p>	No	Yes



**Applicability of Statewide Transportation Planning Rules to  
Transportation System Planning in the Portland region**

Transportation Planning Rule Section	Applicability	
	Metro and/or Regional Transportation Plan (RTP)	Cities and counties and/or local TSPs in Portland region
<b>0330: Land Use Requirements</b> – This rule applies to cities and counties. Local regulations must be brought up to date with this rule at the time of a major TSP update. Some of this rule is based on existing requirements in the Transportation Planning Rule. Some of these requirements may have analogues in the Metro functional plans.	No	Yes
<b>0340: Land Use Assumptions for Transportation Planning</b> – This rule requires “a city, county or Metro” to develop and adopt future land use assumptions when preparing a TSP or zoning a CFA or Regional Center under Title 6 of the Metro Urban Growth Management Functional Plan.	Yes	Yes
<b>0350: Urban Growth Boundary Expansions</b> – This rule requires local jurisdictions to ensure they are being consistent with coordinated transportation planning requirements when proposing to expand an urban growth boundary.	No	No
<b>0400-450: Parking Management</b> – These rules apply directly to cities and counties in metropolitan areas. Local governments may apply the state rules directly or update their local codes to remove or reduce parking mandates in specified areas.  <i>Note: While the rules allow for Metro functional plans to provide further direction to local governments on parking management, Metro does not plan to require different parking management from what is identified in these rules.</i>	No	Yes
<b>0500-0820: Modal System Planning, Inventories and Projects</b> – These rules either expressly apply to “cities” or “cities and counties” but not to Metro. Metro is specifically governed by -0140.  <i>Note: The multimodal system inventory work ODOT conducts is anticipated to be statewide, including the Portland area. The inventory data identified in the rules go beyond what is currently required of cities and counties in the Portland area and the bicycle and pedestrian data that cities and counties currently provide to Metro for the Regional Land Information System (RLIS). While the rules allow for Metro functional plans to provide further direction on what local governments must include in the their inventories, Metro does not plan to require collection of additional inventory data beyond what is identified in these rules.</i>	No	Yes

**Applicability of Statewide Transportation Planning Rules to  
Transportation System Planning in the Portland region**

Transportation Planning Rule Section	Applicability	
	Metro and/or Regional Transportation Plan (RTP)	Cities and counties and/or local TSPs in Portland region
<p><b>0830: Enhanced Review of Select Roadway Projects</b> – This rule provides for local review of certain street and highway projects meeting a certain threshold. The rule provides for local review at the time of a major TSP update.</p> <p><i>Note: This rule aligns with existing Federal MPO requirements for a financially constrained Regional Transportation Plan that is developed consistent with the region’s Congestion Management Process (CMP). The CMP policies in the RTP and existing Metro Regional Transportation Functional Plan call for transportation agencies to document consideration of alternative solutions to adding capacity to address identified needs. Metro considers projects in an adopted RTP or TSP exempt from additional review as described by this section.</i></p>	No	Yes
<p><b>0900: TPR Reporting</b> – This rule applies to Metro. Metro is required to submit minor annual reports and major reports as part of RTP updates. Cities and counties within Metro are not required to submit individual reports; however, cities and counties within Metro must coordinate with Metro and provide information to Metro.</p> <p><i>Note: Metro submits reports on behalf of the region as part of updates to the Regional Transportation Plan and other reporting processes. Cities and counties must coordinate with and provide information to Metro to support Metro’s reporting.</i></p>	Yes	Yes

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, January 6, 2023 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster, Chair  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Tara O'Brien  
Chris Ford  
Laurie Lebowsky-Young  
Katherine Kelly

**Affiliate**

Metro  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Washington State Department of Transportation  
City of Vancouver

**Alternates Attending**

Jamie Stasny  
Steve Williams  
Sarah Paulus  
Mark Lear  
Dayna Webb  
Melissa Johnstone  
John Serra  
Glen Bolen

**Affiliate**

Clackamas County  
Clackamas County  
Multnomah County  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Troutdale and Cities of Multnomah County  
TriMet  
Oregon Department of Transportation

**Members Excused**

Karen Buehrig  
Allison Boyd  
Karen Williams  
Lewis Lem  
Jasmine Harris  
Rob Klug  
Shawn M. Donaghy  
Ned Conroy  
Rian Sallee

**Affiliate**

Clackamas County  
Multnomah County  
Oregon Department of Environmental Quality  
Port of Portland  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Andre Lightsey-Walker  
Beth Britell

**Affiliate**

The Street Trust  
Multnomah County

### **Guests Attending**

Brian Hurley  
Bryan Graveline  
Chris Smith  
Cody Field  
Cora Potter  
Idris Ibrahim  
Jean Senechal-Biggs  
Jeff Owen  
Jessica Engelmann  
Jessica Pelz  
Jeston Black  
Laura Terway  
Matthew Pahs  
Megan Neill  
Nick Fortey  
Peter Hurley  
Rye Baerg  
Steve Koper  
Taylor Steenblock

### **Affiliate**

Oregon Department of Transportation  
Portland Bureau of Transportation  
  
City of Tualatin  
TriMet  
  
City of Beaverton  
  
City of Beaverton  
Washington County  
  
City of Happy Valley  
Federal Highway Administration, Washington State  
Multnomah County  
Federal Transit Administration  
City of Portland  
  
City of Tualatin  
Multnomah County

### **Metro Staff Attending**

Alex Oreschak, Ally Holmqvist, Dan Kaempff, Daniel Audelo, Eliot Rose, Glen Hamburg, Grace Cho, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Ted Leybold, Thaya Patton

### **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) – none received
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during late November to mid-December 2022. Questions on the monthly MTIP amendment projects can be directed to Ken Lobeck.
- **Fatal crashes update** (Lake McTighe) The update was provided that TPAC receives each month with the names of people killed in fatal crashes within the three counties of the region over the previous time period. It was announced that the annual Safety update to JPACT and Metro Council would be presented later this year that provides more detail on data and trends to address fatal crashes. Katherine Kelly acknowledged the work from staff on moving this issue forward to help find solutions.
- **2023 RTP Call for Projects: Jan. 6 to Feb. 17** (Kim Ellis) It was announced the online project hub went live yesterday. The jurisdictions and agencies were notified. From today to 5:00 p.m. on

February 17 all the project information needs to be entered in the hub. A link was provided for further resources available to help including a fact sheet. For further information the committee can contact Ms. Ellis. Website: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects>  
FAQ: <https://www.oregonmetro.gov/sites/default/files/2022/12/15/2023-RTP-Call-for-Projects-FAQ.pdf>

- **Committee input on Creating a Safe Space in 2023 – Protocols and Democratic Rules** (Chair Kloster) It was announced that a recruitment for new community representatives was in progress. It is expected the slate of six nominees would be presented to Metro Council for approval in February. New members will be invited to sit in at TPAC in February and begin their terms on the committee in March 2023.

Chair Kloster referred to the memo in the packet discussing TPAC Virtual Meeting Protocols. Updated Zoom protocols and tips for virtual meetings were shared. The committee may hold in-person or hybrid meetings in the future. Details are still being worked out and arranged. Until further notice the committee meetings are scheduled in Zoom.

**Public Communications on Agenda Items** – none received

**Consideration of TPAC Minutes from December 2, 2022**

**Consideration of TPAC Minutes from December 13, 2022**

**MOTION: To approve minutes from December 2, 2022 and December 13, 2022.**

Moved: Laurie Lebowski-Young

Seconded: Jay Higgins

**ACTION: Motion passed with one abstention; Eric Hesse**

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5308** (Ken Lobeck, Metro) The January FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment was presented, 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.

Comments from the committee:

- Chris Deffebach asked if this moves unspent funds from FY 23 to FY24 so they would be obligated in July. Mr. Lobeck noted funds in the non-constrained MTIP years with obligation targets are firm or we get penalized. In this amendment funds can be brought into 2023 now so they can be billed as part of the UPWP. Because of the obligation program funds become a liability with UPWP which are not as lined up with known project expenditures in fiscal years.

**MOTION: To 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.**

Moved: Chris Ford                      Seconded: Chris Deffebach

**ACTION: Motion passed unanimously.**

**Earthquake Ready Burnside Bridge Resolution 23-5306** (Alex Oreschak, Metro/ Megan Neill, Multnomah County) Megan Neill began the presentation with a reminder of the primary purpose of the Earthquake Ready Burnside Bridge 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 became available, includes the EQRB Project's Phase 3, reflecting the construction phase of the project.

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 shown in the presentation. The project timeline and next steps phases was outlined. TPAC was asked to recommend to JPACT endorsement of the preferred alternative for the Earthquake Ready Burnside Bridge Project.

Comments from the committee:

- Katherine Kelly supports the project but would like to see more framework written on how these fits into what could be potentially a larger conversation on legislative bridge session and bridge packages. It's unclear how the prioritization on bridge replacement is planned and believes more discussion on the recommendation be held before sent to JPACT. Ms. Neill noted the project team is working closely with Government Relations on this issue. Sarah Paulus (Multnomah County) concurred.
- Jaimie Lorenzini noted in the resolution it reads "Supports the Earthquake Ready Burnside Bridge project as a high priority for the region". Clarification was asked why the high priority in this context described as regional significant project and regional funding priority. Mr. Oreschak noted the high priority classification relates to this being an emergency transportation route in the regional system. Ms. Lorenzini suggested this be added to the resolution for clarification.

On page 97 of the packet different funding streams are mentioned with best estimates on what we think the project will cost in 2022 dollars. It was suggested that for JPACT it might be



beneficial to list for the year of expenditures, and reflect inflation rates. Ms. Neill noted the fluctuation rates of inflation were included in the cost estimates to year of expenditures. Mr. Leybold added any projects like this have more current and sophisticated cost estimates that should bring in the costs as they are anticipated in inflation dollars. The generic rate of escalation is 3.3%, but this project has more accuracy with calculation.

- Laurie Lebowky-Young noted some confusion on the bridge replacement priorities. It was supported and amplified on providing context to JPACT regarding I-5 bridge replacement and terms of funding from state legislature.
- Chris Deffebach noted the emergency transportation routes phase II was not completed to show priority routes. It was suggested to edit the wording to say “priority for the region” not just high priority. It was asked if only one lane of traffic planned in emergencies going out of town would be adequate. Ms. Neill noted that during emergencies Portland Policy can decide lanes for emergency responses, types of vehicles allowed on routes and traffic flows. They have the flexibility to address these issues.
- Mike McCarthy noted the discussions held recently regarding toll revenues around the region. It was asked what was considered for this in the project. Ms. Neill noted the County is exploring funding options now. They are focused on Federal grants, but as the project moves forward will bring innovative ideas to discuss further. It was noted 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.
- Eric Hesse noted in the list of resolves by Metro Council “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.” It was asked if further clarification on the implication of where this project fits in the consideration of all projects. Mr. Oreschak noted this simply states the project would be accepted in the project list without any prioritizing with other projects.

**MOTION: TPAC recommend to JPACT approval of Resolution 23-5306 for the purpose of endorsing the preferred alternative for the Earthquake Ready Burnside Bridge Project with the amendment where in the first whereas clause strike the word “high” such that it reads “Be it resolved that the Metro Council 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.**

Moved: Jaimie Lorenzini

Seconded: Chris Deffebach

**ACTION: Motion passed with one abstention; Eric Hesse.**

**Carbon Reduction Program Update** (Ted Leybold, Grace Cho, Kim Ellis; Metro) An overview of the new Carbon Reduction Program (CRP) fund program and proposed Climate Smart Strategy investment areas to develop an allocation proposal for Carbon Reduction Program funds was presented. 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.

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.

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. 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.

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.

Comments from the committee:

- Mike McCarthy asked for clarification on the timeline and if normal Federal oversight of projects were required. Mr. Leybold noted there is a difference between a submission deadline for the allocation and the planning strategy due through ODOT to Federal in November. Metro would work with ODOT to spend the allocation over the life of the bill. ODOT can provide some flexibility in final allocation years. Yes, Federal dollars come with these string of Federal oversight rules that is provided by the state in terms of implementation. Asked if considering adding a project making sure it’s already Federalized, this was agreed or having a new stand-alone Federal project.
- Jaimie Lorenzini noted that with Metro Council feedback it was advised to continue leverage funding from the transportation funding measure, but cautioned against not being constrained by this. Following a lengthy RFFA process with allocation discussions, a possible overlap of selecting projects may fit criteria. With the tight turnaround timeline, what will local jurisdictions have for input in allocation discussions which could include a regional balance of distribution? Mr. Leybold noted the jurisdictions are welcome to provide input and priorities on proposed projects that would provide a regional balance. The RFFA selection of projects among others will be reviewed, and stressed the focus of this program was on carbon reduction so this must be the priority and meet eligibility requirements.
- Eric Hesse asked about the formula on allocations over time periods, if over several years, or allocated in phases per year. It was noted the funds are allocated over the entire 5 years of the program. Asked if the 80% Federal share of funding holds the same with this program, Mr. Leybold noted the typical arrangements are the typical split of 80/20. However, because of the amount of Federal lands in Oregon this match is needed for only 10.2% of funding.

It was noted the language around capital projects and programs are interspersed, and could be better identified. It would be good to know how much flexibility there might be in project priorities using the allocations on capital projects, and know more specifically what's in the proposal. Mr. Leybold noted the carbon reduction efforts that are pushed by the bill itself will provide direction. Staff will report back to TPAC in February on our expected carbon emission reductions by the project themselves, monitoring of projects, strategies to collect this data and report everything to Federal agencies.

- Steve Williams asked how the projects in this program were selected. Ms. Cho noted that in light of the tight deadline, staff would propose projects from input through the RFFA selection and criteria with this program, used as a starting point of discussion for project consideration. It was asked if there will be an analysis of the greenhouse gas reductions that result from these projects using the same approach as other funding programs. Ms. Cho noted the qualitative data will begin before the full package is performed. Emissions will be measured after the allocations are made.

Brian Hurley added there is no FHWA requirement to track reductions of projects in this program, knowing of the difficulty of tracking with consistent methods, but other tools are available that may help with the data. It was suggested that the reductions that result in other programs can be used in comparison and strategies to further emission reductions. Doing the analysis even if not required could be beneficial. Mr. Leybold concurred. Part of the intent of the funding is to be spent to advance our capabilities. Tools currently existing can be improved.

Thaya Patton added there is work underway for Climate tool development at Metro. Folks can contact me for details. [Thaya.Patton@oregonmetro.gov](mailto:Thaya.Patton@oregonmetro.gov) Ms. Cho added what Mr. Leybold mentions of the CSS analysis is where I was thinking the initial qualitative analysis work would be undertaken.

- Chris Deffebach this was a good exercise in having projects earmarked where we knew could be moved forward quickly, and recommended staff work with jurisdictions to select projects. It was suggested we use these funds on projects that can't always be funded by other sources, and targeted for the most carbon reduction opportunities. Funding from the bill to the extent it shows success will help in further funding cycles and possibly extended into the next appropriation bill that demonstrates the benefits. It was suggested to focus on technology investments projects. It was asked how this funding fits into the larger pot from the State; what qualifies with the alignment and with state priorities?

Ms. Cho emphasized that 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.

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.

Brian Hurley added that in the requirement of the reduction program Metro gets their own allocation from Federal. Two other pots of money are available from ODOT (1) small urban and rural MPOs, and (2) what ODOT identifies with components that ODOT has discretionary spending allocations on anywhere in the state. Once more is known about full statewide allocation funding, ODOT can report this information to the committee.

- Jaimie Lorenzini suggested looking at the regional distribution of VMT map that show areas further away from the urban core with higher VMT. It might be used to create options for project planning and identification for carbon reduction projects.
- Tara O'Brien noted TriMet is focused on areas of transit carbon reduction, but the Climate Smart strategies don't appear to include the transition to 0% emission fleet. It doesn't appear the state strategy could potentially include funding for transit electrification, so that what Metro is recommending strategies for funding these would likely not be included. Ms. Cho noted Metro staff proposes to use Climate Smart Strategies as the initial starting point for the development of one or more proposals for allocating CRP funds. Mr. Hurley added all fuels with transit are eligible with the Federal guidelines and ODOT strategies. Regarding SDS, switching transit fuels to alternatives is a key part to reducing emissions.

Asked how this money is being accounted for in the RTP, Mr. Leybold noted it is incorporated in the Federal forecasted funds.

- Chris Ford noted the value of safety invested with pedestrian and bike connections, and importance of having this as part of the Climate Smart strategies.
- Eric Hesse noted the four prioritized *STS* actions to CRP Strategy (Vehicle & Fuel technology, transportation options, system and agency operation and pricing) and have Federal acknowledged they also be included in TDM strategies. More recent analysis was suggested be included for considerations with strategies. It was asked how and where opportunities to engage around more statewide investments were planned. Mr. Hurley noted SDS monies are not allowed be used for planning. The carbon reduction program funds limit how agencies spend these monies since they go to specific projects.

For questions and ideas to add to this discussion the committee can reach out to Ms. Cho.

**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 11:24 a.m.

Respectfully submitted,  
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 6, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/6/2023	1/6/2023 TPAC Agenda	010623T-01
2	2023 TPAC Work Program	12/29/2022	2023 TPAC Work Program as of 12/29/2022	010623T-02
3	Memo	12/29/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during late November to mid-December)	010623T-03
4	Memo	01/06/2023	TO: TPAC and interested parties From: Tom Kloster, TPAC Chair RE: TPAC Virtual Meeting Protocols	010623T-04
5	Draft Minutes	12/2/2022	Draft minutes from Dec. 2, 2022 TPAC meeting	010623T-05
6	Draft Minutes	12/13/2022	Draft minutes from Dec. 13, 2022 TPAC workshop meeting	010623T-06
7	RESOLUTION NO. 23-5308	N/A	Resolution 23-5308 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	010623T-07
8	Exhibit A to Resolution 23-5308	N/A	Exhibit A to Resolution 23-5308	010623T-08
9	Staff Report to Resolution 23-5308	12/29/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: January FFY 2023 MTIP Formal Amendment & Resolution 22-5308 Approval Request	010623T-09
10	COUNCIL MEETING STAFF REPORT	12/30/2022	COUNCIL MEETING STAFF REPORT IN CONSIDERATION OF RESOLUTION NO. 23-5306	010623T-10
11	RESOLUTION NO. 23-5306	N/A	Resolution 23-5306 FOR THE PURPOSE OF ENDORSING THE PREFERRED ALTERNATIVE FOR THE EARTHQUAKE READY BURNSIDE BRIDGE PROJECT	010623T-11
12	Exhibit A	N/A	Exhibit A: Earthquake Ready Burnside Bridge Preferred Alternative	010623T-12
13	Exhibit B	N/A	Exhibit B: Earthquake Ready Burnside Bridge Project Financial Plan	010623T-13
14	Exhibit C	12/30/2022	Exhibit C: Letter from Multnomah County to Metro Council and JPACT	010623T-14

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Memo	12/29/2022	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner - Metro Ted Leybold, Resource Development Manager – Metro RE: Carbon Reduction Program Overview and Direction for Fund Allocation	010623T-15
16	Slide	1/6/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	010623T-16
17	Presentation	1/6/2023	January 2023 Formal MTIP Amendment Resolution 23-5308	010623T-17
18	Presentation	1/6/2023	Earthquake Ready Burnside Bridge – Recommendation to endorse preferred alternative	010623T-18
19	Presentation	1/6/2023	Carbon Reduction Program – Overview	010623T-19



BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF AMENDING THE</b>	)	RESOLUTION NO. 23-5315
<b>2021-24 MTIP TO ENSURE PREVIOUSLY</b>	)	
<b>APPROVED FUNDING IS AVAILABLE TO</b>	)	Introduced by: Chief Operating Officer
<b>SUPPORT PLANNING ACTIVITIES IN THE SFY</b>	)	Marissa Madrigal in concurrence with
<b>2024 UNIFIED PLANNING WORK PROGRAM</b>	)	Council President Lynn Peterson
<b>(UPWP)</b>	)	

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 programming adjustments to prior approved UPWP funding areas in the MTIP to support the SFY 2024 UPWP; and

WHEREAS, the prior approved UPWP Surface Transportation Block Grant allocations to the Regional Travel Options (RTO) and Safe Routes to School (SRTS) outreach activities are being advanced to FFY 2023 in the MTIP to support the SFY 2024 UPWP; and

WHEREAS, both the RTO and SRTS UPWP projects will remain as stand-alone projects in the MTIP allowing them to be flex-transferred and obligated through the Federal Transit Administration during FFY 2023; and

WHEREAS, Metro's Finance Department has determined the preliminary funding need using Surface Transportation Block Grant funds necessitates the advancement and funding adjustments to two prior approved Next Corridor Planning MTIP projects in support of the SFY 2024 UPWP budget; and

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

WHEREAS, on February 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 16, 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 23-5315**

February FFY 2023 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: FB23-06-FEB  
 Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>22158</b> MTIP ID 71107	Metro	Regional Travel Options (RTO) program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2023 UPWP allocation year)	<b>ADVANCE PROJECT:</b> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#2) ODOT Key # <b>22161</b> MTIP ID 71114	Metro	Safe Routes To Schools program (FFY 2023)	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2023 allocation year)	<b>ADVANCE PROJECT:</b> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#3) ODOT Key # <b>22598</b> MTIP ID 70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	<b>COMBINE FUNDING:</b> Combine \$295,924 of STBG plus match from Key 22154 into Key 22598 to support SFY 2024 UPWP Next Corridor Planning needs
(#4) ODOT Key # <b>22154</b> MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<b>SPLIT FUNDING:</b> Split \$295,924 of STBG plus match from key 22154 and combine into Key 22598 to support Next Corridor Planning needs in the SFY 2024 UPWP

Proposed Amendment Review and Approval Steps:

- Wednesday, January 31, 2023: Post amendment & begin 30-day notification/comment period
- Friday, February 3, 2023: TPAC meeting (Required notification)
- Thursday, January 16, 2023: JPACT meeting
- Wednesday, March 1, 2023: End 30-day Public Comment period
- Thursday, March 9, 2023: Metro Council meeting
- Wednesday, March 15, 2023: Signed resolution available to complete amendment bundle
- Thursday, March 16, 2023: Metro approved February 2023 Formal MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid-April 2023: Final approvals expected from FHWA.

**2021-2026 MTIP Formal Amendment - Exhibit A**

**February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB**

Summary Reason for Change: Project is being advanced to FFY 2023 to be incorporated into and support the SFY 2024 UPWP



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

**MTIP Formal Amendment  
ADVANCE PROJECT**  
Advance Key 22158 to FFY 2023 as  
part of the SFY 24 UPWP

<b>Lead Agency: Metro</b>			Project Type: Local Rd	<b>ODOT Key: 22158</b>
<b>Project Name: Regional Travel Options (RTO) program (FFY 2023)</b>	<b>1</b>	Fiscal Constraint Cat: Other	<b>MTIP ID: 71107</b>	
		ODOT Type: TBD	<b>Status: 0</b>	
<b>Project Status:</b> 0 = No activity.		Performance Goal: N/A	<b>Comp Date: 12/31/2025</b>	
		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: 1/31/2023	TCM: No	
		30 Day Notice End: 3/1/2023	TSMO Award: No	
		Funding Source: Metro	TSMO Cycle: N/A	
		Funding Type: STBG	RFFA ID: 50397	
		State Highway Route: N/A	RFFA Cycle: 2022-24	
		Mile Post Begin: N/A	UPWP: No	
		Mile Post End: N/A	UPWP Cycle: N/A	
		Length: N/A	Past Amend: 1	
		Flex Transfer to FTA: <b>YES</b>	Council Appr: Yes	
		FTA Conversion Code: <b>5307</b>	Council Date: 3/9/2023	
		1st Year Program'd: 2023	OTC Approval: No	
	Years Active: 1	OTC Date: N/A		
	<b>STIP Amend #: TBD</b>	<b>MTIP Amnd #: FB23-06-FEB</b>		

**Detailed Description:** The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours. (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	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	-				<del>\$ 2,839,398</del>	\$ -
STBG-U	Y230	2023	\$ 2,839,398					\$ 2,839,398
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,839,398</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	-				<del>\$ 324,982</del>	\$ -
Local	Match	2023	\$ 324,982					\$ 324,982
								\$ -
								\$ -
<b>Other funds = local overmatch contribution</b>							<b>Local Total</b>	<b>\$ 324,982</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 3,164,380</del>	\$ 3,164,380
Phase Totals After Amend:			\$ 3,164,380	\$ -	\$ -	\$ -	\$ -	\$ 3,164,380
							Total Project Cost Estimate (all phases):	\$ 3,164,380
							Year of Expenditure Cost Amount:	\$ 3,164,380



**Programming Summary Details**

Why project is short programmed:

Phase Change Amount:	\$ 3,164,380	\$ -	\$ -	\$ -	\$ (3,164,380)	\$ -
Phase Change Percent:	100%	#DIV/0!	#DIV/0!	#DIV/0!	-100%	0%
Revised Match Federal:	\$ 324,982	\$ -	\$ -	\$ -	\$ -	\$ 324,982
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment advances the approved STBG funding and match for the RTO program from FFY 2025 forward into the constrained year of FFY 2023. The funds are allocated to the project for FFY 2023 and will be part of the SFY 2024 UPWP.
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation

**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 31, 2023 to March 1, 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6 Added clarifying notes: RTO activities are a component of the annual UPWP and are considered planning activities. As such, they are being moved back to their appropriate phase "Planning" as part of this amendment.

### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
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? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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 not capacity enhancing nor does it exceed \$100 million dollars in cost.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. The project will be part of the UPWP, but remain as stand-alone independently programmed project in the MTIP
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement - but independent stand-alone programming for flex transfer needs to FTA.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to 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

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**ODOT Key: 22158 | MTIP ID: 71107**

Regional Travel Options (RTO) program (FFY 2023) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2025</b>		<b>\$2,839,398</b>	<b>\$324,982</b>	<b>\$0</b>	<b>\$3,164,380</b>	<input type="checkbox"/>
	2023	STBG-URBAN	\$2,839,398	\$324,982	\$0	\$3,164,380	
<b>Totals &gt;&gt;</b>			<b>\$2,839,398</b>	<b>\$324,982</b>	<b>\$0</b>	<b>\$3,164,380</b>	

	Federal Fiscal Year								
	2016	2017	2018	2019	2020	2021	2022	2023	
3 HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000	
4 TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373	
5 TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173	
6 TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369	
7 RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398	
8 RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364	
9 Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848	
10 Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491	
11 MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694	
12									
13 Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000	
14 Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709	
15 Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709	
16									

**2021-2026 MTIP Formal Amendment - Exhibit A**

**February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB**

Summary Reason for Change: Project is being advanced to FFY 2023 to be incorporated into and support the SFY 2024 UPWP



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

**MTIP Formal Amendment  
ADVANCE PROJECT**  
Advance Key 22161 to FFY 2023 as  
part of the SFY 24 UPWP

<b>Lead Agency:</b> Metro		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22161</b>
<b>Project Name:</b> Safe Routes To Schools program (FFY 2023)	<b>2</b>	Fiscal Constraint Cat:	Other	<b>MTIP ID:</b>	<b>71114</b>
		ODOT Type	TBD	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>12/31/2025</b>
		Capacity Enhancing:	No	RTP ID:	12021
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/31/2023	TCM:	No
		30 Day Notice End:	3/1/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50405
		State Highway Route	N/A	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	<b>YES</b>	Council Appr:	Yes
		FTA Conversion Code:	<b>5307</b>	Council Date:	3/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
Years Active:	1	OTC Date	N/A		
<b>STIP Amend #:</b> TBD			<b>MTIP Amnd #:</b> FB23-06-FEB		

**Detailed Description:** To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2023 allocation year)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN REPROGRAM PROJECT: Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	-				<del>\$ 546,364</del>	\$ -
STBG-U	Y230	2023	\$ 546,364					\$ 546,364
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 546,364</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	-				<del>\$ 62,534</del>	\$ -
Local	Match	2023	\$ 62,534					\$ 62,534
								\$ -
								\$ -
<b>Other funds = local overmatch contribution</b>							<b>Local Total</b>	<b>\$ 62,534</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 608,898</del>	\$ 608,898
Phase Totals After Amend:			\$ 608,898	\$ -	\$ -	\$ -	\$ -	\$ 608,898
							Total Project Cost Estimate (all phases):	\$ 608,898
							Year of Expenditure Cost Amount:	\$ 608,898

**Programming Summary Details**

Why project is short programmed:

Phase Change Amount:	\$ 608,898	\$ -	\$ -	\$ -	\$ (608,898)	\$ -
Phase Change Percent:	100%	#DIV/0!	#DIV/0!	#DIV/0!	-100%	0%
Revised Match Federal:	\$ 62,534	\$ -	\$ -	\$ -	\$ -	\$ 62,534
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment advances the approved STBG funding and match for the RTO program from FFY 2025 forward into the constrained year of FFY 2023. The funds are allocated to the project for FFY 2023 and will be part of the SFY 2024 UPWP.
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation

**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 31, 2023 to March 1, 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.



6 Added clarifying notes: Metro's SRTS activities are a component of the annual UPWP and are considered planning activities. As such, they are being moved back to their appropriate phase "Planning" as part of this amendment.

### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12021 - Regional Safe Routes to School Program for 2018-2027
1B	RTP Project Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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 not capacity enhancing nor does it exceed \$100 million dollars in cost.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. The project will be part of the UPWP, but remain as stand-alone independently programmed project in the MTIP
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement - but independent stand-alone programming for flex transfer needs to FTA.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to 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

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**ODOT Key: 22161 | MTIP ID: 71114**  
 Safe Routes to Schools program (FFY 2023) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2025</b>		<b>\$546,364</b>	<b>\$62,534</b>		<b>\$608,898</b>	<input type="checkbox"/>
	2023	STBG-URBAN	\$546,364	\$62,534		\$608,898	
<b>Totals &gt;&gt;</b>			<b>\$546,364</b>	<b>\$62,534</b>	<b>\$0</b>	<b>\$608,898</b>	

	Federal Fiscal Year							
	2016	2017	2018	2019	2020	2021	2022	2023
3 HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
4 TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
5 TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
6 TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
7 RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398
8 RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
9 Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
10 Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
11 MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
12								
13 Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
14 Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
15 Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709
16								

**2021-2026 MTIP Formal Amendment - Exhibit A**

**February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB**

Summary Reason for Change: The project combines STBG and Match (\$295,924 of STBG plus match) into Key 22598 to support Next Corridor Planning needs as part of the SFY 2024 UPWP



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

**MTIP Formal Amendment  
COMBINE FUNDING**  
Combine funds from Key 22154 into  
22598 as part of the SFY 24 UPWP

<b>Lead Agency:</b> Metro		Project Type:	Other	<b>ODOT Key:</b>	<b>22598</b>
<b>Project Name:</b> Corridor and Systems Planning (2021)	<b>3</b>	Fiscal Constraint Cat:	Planning	<b>MTIP ID:</b>	<b>70871</b>
		ODOT Type	Planning	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>12/31/2025</b>
		Capacity Enhancing:	No	RTP ID:	<del>10000</del> <b>11103</b>
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/31/2023	TCM:	No
		30 Day Notice End:	3/1/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50364
		State Highway Route	N/A	RFFA Cycle:	<b>2019-21</b>
		Mile Post Begin:	N/A	UPWP:	Yes
		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	5
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	3/9/2023
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	1	OTC Date	N/A		
		<b>STIP Amend #:</b> TBD		<b>MTIP Amnd #:</b> FB23-06-FEB	

**Detailed Description:** The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.

**STIP Description:** Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.

Last Amendment of Modification: Administrative - July 2022 - AM22-25-JUL2 - COMBINE FUNDS: The Administrative Modification combines \$56,368 from Key 22169 as a Metro UPWP corrective action.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2023</del>	<del>\$ 121,649</del>				-	\$ -
STBG-U	Y230	2023	\$ 417,573					\$ 417,573
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 417,573</b>

\$295,924 of STBG-U (plus match) is being transferred from Key 22154 and combined into Key 22598 for Next Corridor UPWP needs

<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>

<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 13,923</del>				-	\$ -
Local	Match	2023	\$ 47,793					\$ 47,793
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 47,793</b>

Phase Totals Before Amend:	<del>\$ 135,572</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 135,572</del>
Phase Totals After Amend:	\$ 465,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 465,366

Total Project Cost Estimate (all phases): \$ 465,366

Year of Expenditure Cost Amount: \$ 465,366

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. The remaining authorized funding from the FFY 2021 allocation year is being combined into the FFY 2023 allocation year in Key 22154

Phase Change Amount:	\$ 329,794	\$ -	\$ -	\$ -	\$ -	\$ 329,794
Phase Change Percent:	243%	0%	0%	0%	0%	243%
Revised Match Federal:	\$ 47,793	\$ -	\$ -	\$ -	\$ -	\$ 47,793
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes All STBG and match will be combined into Key 22311 later as part of the SFY 24 UPWP for Next Corridor needs
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 amendment transfers and combines 295,924 of STBG (and match) from into Key 22154 to pool and increase the STBG to meet the SFY 2024 UPWP Next Corridor planning needs. In April, a final admin mod will occur to shift all funds in Key 22598 to Key 22311 into the UPWP Mster Agreement. This action is the first of a two-step process to incorporate the STBG into the Master Agreement into Key 22311.
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation

**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 31, 2023 to March 1, 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6 Added clarifying notes: The nature of the specific approved corridor study activities to be part of the SFY 2024 UPWP will determine if they and any funds will be combined into Key 22311, or remain as stand alone projects.

**Fiscal Constraint Consistency Check Areas**

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, but being pooled together based on the estimated need of a total of \$805,000 for corridor planning study support as part of the SFY 2024 UPWP.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
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? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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 not capacity enhancing nor does it exceed \$100 million dollars in cost.

**UPWP Consistency Check Areas**

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development



2 What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)?  
Metro Master Agreement.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to 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

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**ODOT Key: 22598 | MTIP ID: 70871**

Corridor and Systems Planning (2021) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2023		\$121,649	\$13,923		\$135,572	<input type="checkbox"/>
	2021	STBG-URBAN	\$121,649	\$13,923		\$135,572	
<b>Totals &gt;&gt;</b>			<b>\$121,649</b>	<b>\$13,923</b>	<b>\$0</b>	<b>\$135,572</b>	

	Federal Fiscal Year								
	2016	2017	2018	2019	2020	2021	2022	2023	
3 HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000	
4 TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373	
5 TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173	
6 TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369	
7 RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398	
8 RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364	
9 <b>Corridor &amp; System Planning</b>	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848	
10 Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491	
11 MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694	
12									
13 Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000	
14 Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709	
15 Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709	
16									

**2021-2026 MTIP Formal Amendment - Exhibit A**

**February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB**

Summary Reason for Change: \$232,156 of STBG-U (\$258,721 total) is being split off Key 22155 to support Next Corridor Planning needs for Key 22154 to support the SFY 2024 UPWP



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

**MTIP Formal Amendment  
SPLIT FUNDING**  
Split \$295,924 of STBG plus match  
and combine int Key 22598

<b>Lead Agency:</b> Metro		Project Type:	<del>Local Rd</del> Other	<b>ODOT Key:</b>	<b>22154</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2022)	<b>4</b>	Fiscal Constraint Cat:	<del>Other</del> Planning	<b>MTIP ID:</b>	<b>71111</b>
		ODOT Type	Planning	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>12/31/2025</b>
		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:	1/31/2023	TCM:	No
		30 Day Notice End:	3/1/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50402
		State Highway Route	N/A	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
<b>Short Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	2
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	3/9/2023
		1st Year Program'd:	2025	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		<b>STIP Amend #:</b> TBD		<b>MTIP Amnd #:</b> FB23-06-FEB	

**Detailed Description:** Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG Allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - March 2022 - MA22-09-MAR- SPLIT FUNDING: \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 451,331</del>				-	\$ -
STBG-U	Y230	2025	\$ 155,407					\$ 155,407
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 155,407</b>
Note: STBG-U is being combined into Key 22598								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 51,657</del>				-	\$ -
Local	Match	2025	\$ 17,787					\$ 17,787
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ 17,787</b>
Phase Totals Before Amend:			<del>\$ 502,988</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 502,988</del>
Phase Totals After Amend:			\$ 173,194	\$ -	\$ -	\$ -	\$ -	\$ 173,194
Total Project Cost Estimate (all phases):								\$ 173,194
Year of Expenditure Cost Amount:								\$ 173,194

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. Key 22154 is being adjusted to reflect the Next Corridor Planning fund needs for the SFY 2024 UPWP

Phase Change Amount:	\$ (329,794)	\$ -	\$ -	\$ -	\$ -	\$ (329,794)
Phase Change Percent:	-65.6%	0%	0%	0%	0%	-65.6%
Revised Match Federal:	\$ 17,787	\$ -	\$ -	\$ -	\$ -	\$ 17,787
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment splits \$295,924 of STBG plus match and combines it into Key 22598 to support the Next Corridor Planning funding requirement in the SFY 2024 UPWP.
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation

<b>Public Notification and Comment Process:</b>	
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 31, 2023 to March 1, 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6 Added clarifying notes: The nature of the specific approved corridor study activities to be part of the SFY 2024 UPWP will determine if they and any funds will be combined into Key 22311, or remain as stand alone projects.

**Fiscal Constraint Consistency Check Areas**

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, but being pooled together based on the estimated need of a needed \$805,136 of STBG-U for corridor planning study support (in Key 22154) as part of the SFY 2024 UPWP.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
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? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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 not capacity enhancing nor does it exceed \$100 million dollars in cost.

**UPWP Consistency Check Areas**

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development

2 What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)?  
Metro Master Agreement.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to 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

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**ODOT Key: 22154 | MTIP ID: 71111**

Next Corridor Planning (FFY 2022) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$451,331	\$51,657		\$502,988	<input type="checkbox"/>
	2022	STBG-URBAN	\$451,331	\$51,657		\$502,988	
<b>Totals &gt;&gt;</b>			<b>\$451,331</b>	<b>\$51,657</b>	<b>\$0</b>	<b>\$502,988</b>	

	Federal Fiscal Year								
	2016	2017	2018	2019	2020	2021	2022	2023	
1									
2									
3	HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
4	TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
5	TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
6	TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
7	RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398
8	RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
9	Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
10	Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
11	MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
12									
13	Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
14	Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
15	Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709
16									





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 25, 2023  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: February FFY 2023 MTIP Formal Amendment & Resolution 23-5315 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ENSURE PREVIOUSLY APPROVED FUNDING IS AVAILABLE TO SUPPORT PLANNING ACTIVITIES IN THE SFY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)**

### **BACKGROUND**

#### **What This Is:**

The February FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle is primarily a re-positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The summary of changes includes the following:

- Key 22158, the FFY 23 Regional Travel Options (RTO) project is being advanced from FFY 2025 to FFY 2023.
- Key 22161, the FFY 23 Safe Routes to School (SRTS) project is being advanced from FFY 25 to FFY 2023.
- To meet the preliminary funding estimate for the Next Corridor Study project UPWP area:
  - \$295,924 of STBG plus match is being split from Key 22154 and combined into Key 22598.
  - Key 22154 is reduced and left in FFY 2025.

#### **What is the requested action?**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5315 consisting of the five amended projects in support of the SFY 2024 UPWP development**

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

February FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: FB23-06-FEB				
Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>22158</b> MTIP ID 71107	Metro	Regional Travel Options (RTO) program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2023 UPWP allocation year)	<b>ADVANCE PROJECT:</b> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#2) ODOT Key # <b>22161</b> MTIP ID 71114	Metro	Safe Routes To Schools program (FFY 2023)	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2023 allocation year)	<b>ADVANCE PROJECT:</b> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#3) ODOT Key # <b>22598</b> MTIP ID 70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	<b>COMBINE FUNDING:</b> Combine \$295,924 of STBG plus match from Key 22154 into Key 22598 to support SFY 2024 UPWP Next Corridor Planning needs
(#4) ODOT Key # <b>22154</b> MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<b>SPLIT FUNDING:</b> Split \$295,924 of STBG plus match from key 22154 and combine into Key 22598 to support Next Corridor Planning needs in the SFY 2024 UPWP

**AMENDMENT BUNDLE SUMMARY:**

A total of four projects are included in the January FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number FB23-06-FEB. 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 31, 2023 and closed on March 1, 2023.

**DEVELOPMENT OF THE METRO ANNUAL UPWP:**

The Metro annual UPWP begins development around the end of October with the budget completed by March of each year. March through April include final Metro reviews and approvals. May follows with Metro and ODOT completing the final expenditure contract for the approved list of UPWP projects. The expenditure contract also is referred to as the Master Agreement of annual UPWP projects.

As the region’s 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.

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation (JPACT) which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.

The annual UPWP is normally comprised of approximately 25 planning projects and includes MPO operational activities. A partial listing of the included projects is shown below. Individual projects are detailed within the UPWP which the complete list shown in the Budget Summary page.

METRO	Requirements		Resources					
	Total Direct and Indirect Costs		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)
<b>Regional Transportation Planning</b>								
1 Transportation Planning	\$ 469,533						\$ 421,312	\$ 48,221
2 Climate Smart Implementation	\$ 478,854						\$ 69,838	\$ 7,996
3 Regional Transportation Plan Update 2023	\$ 2,632,243	\$ 578,389	\$ 66,368				\$ 389,255	\$ 44,552
4 Metropolitan Transportation Improvement Program	\$ 1,635,530	\$ 1,343,227	\$ 142,293					
5 Air Quality Program	\$ 26,518						\$ 24,153	\$ 2,764
6 Regional Transit Program	\$ 169,984						\$ 121,121	\$ 13,863
7 Regional Freight Program	\$ 215,337						\$ 193,222	\$ 22,115
8 Complete Streets Program	\$ 126,635						\$ 113,630	\$ 13,005
9 Regional Travel Options and Safe Routes to School Program								
10 Transportation System Management & Operations - Regional Mobility Program	\$ 310,438						\$ 278,556	\$ 31,882
11 High Capacity Transit Strategy Update								
12 Enhanced Transit Concepts Program								
13 Regional Freight Delay and Commodities Movement Study								
14 Economic Value Atlas Implementation	\$ 66,491						\$ 59,663	\$ 6,829
15 Regional Emergency Transportation Routes								
Regional Transportation Planning Total:	\$ 6,112,353	\$ 1,822,217	\$ 208,561	\$ -	\$ -	\$ -	\$ 1,670,770	\$ 191,227
<b>Regional Corridor/Area Planning</b>								
1 Investment Areas (Corridor Refinement and Project Development)								
2 Southwest Corridor Transit Project								

In lieu of dues, Metro relies on our allocated FHWA “PL” planning funds, FTA based “Section 5303”, State matching funds, allocated Surface Transportation Block Grant (STBG) funds, local supporting funds, and periodic discretionary planning grant funds to support the UPWP. The annual UPWP total budget needs range from year to year based on regional study needs, staffing, need and the available funds. To help with the budget development and UPWP future needs, Metro’s Resource Development Department and Finance Department develop UPWP program area funding estimates. This enables Metro to evaluate the planning needs, capacity, and elasticity requirements on an

annual basis. Metro’s Regional Flexible Fund Allocation, Step 1 allocation tables help determine annual program needs where STBG will be the primary funding source for the UPWP program area. Overall, the UPWP budget development is complicated, fluid, changes, often evolves, and must react to constantly changing funding levels.

**THE ROLE OF THE MTIP:**

The MTIP’s role is to provide the funding snapshot for UPWP program areas and act as the obligation source for the UPWP. UPWP program areas such as Next Corridor Planning needs, Regional Travel Options (RTO), Safety Routes to School outreach activities. Estimated annual funding needs for these program areas are programmed in the MTIP. This helps Metro determine short and long range UPWP funding needs and commitments. Unfortunately, the MTIP is not an accounting document and the implementation of annual obligation targets as part of the document can the flexibility the UPWP requires.

The establishment of obligation targets within the MTIP required most of the programmed UPWP projects to be moved out into non-constrained MTIP years to protect the funds and ensure any delays in their obligation and use did not come back as penalties against the MPO. As the annual UPWP budget is developed, “out-year” programmed UPWP projects are now advanced, adjusted, split, and recombined as needed to support the UPWP budget.

**JANUARY/FEBRUARY FORMAL MTIP AMENDMENTS AND THE UPWP BUDGET:**

As the and UPWP budget begins to take shape (usually by the end of December), MTIP reprogramming actions begin in January and continue through February. Required STBG project funding is advanced into the current obligation year to support the UPWP. PL, 5303, and other funding adjustments occur as updates are received. This process is referred to as UPWP funds repositioning. The goal to help ensure a sufficient amount of approved STBG, PL, 5303, local, and any applicable discretionary grant funding is in the current federal fiscal year to support the UPWP. Approved projects then can move forward to obligate their federal funds normally in June. The January and February reprogramming actions allows the UPWP funding scorecard to be created and ready for later obligations.

With the January 2023 Formal MTIP Amendment, staff began adjusting the anticipated final authorized levels for PL, 5303, and STBG for basic planning needs. The February 2023 Formal MTIP amendment continues the UPWP funding repositioning by completing the following actions:

1. Approved STBG funding for the FFY 2023 RTO program will be needed to obligate during FFY 2023. As result, the program funding in Key 22158 is being advanced from FFY 2025 to the current federal fiscal year of FFY 2023. The project will be part of the final SFY 2024 UPWP.

LEAD AGENCY		Metro				
PROJECT NAME		Regional Travel Options (RTO) program (FFY 2023)				
Project IDs		Project Description			Project Type	
ODOT KEY	22158	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility. (FY 2023 UPWP allocation year)			Regional Program	
MTIP ID	71107					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	<del>2025</del> 2023	STBG-URBAN	\$2,839,398	\$324,982	\$0	\$3,164,380
FY 21-26 Totals			\$2,839,398	\$324,982	\$0	\$3,164,380
Estimated Project Cost (YOE\$)			\$2,839,398	\$324,982	\$0	\$3,164,380

- The same process is occurring for the Metro UPWP Safe Routes to Schools Program (SRTS). Program funding has been confirmed will be needed this UPWP cycle and the project is being advanced from FFY 2025 to FFY 2023.

LEAD AGENCY		Metro				
PROJECT NAME		Safe Routes to Schools program (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22161	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2023 allocation year)				Regional Program
MTIP ID	71114					
RTP ID	12021					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	<del>2025</del>	STBG-URBAN	\$546,364	\$62,534	\$0	\$608,898
	<b>2023</b>	FY 21-26 Totals	\$546,364	\$62,534	\$0	\$608,898
Estimated Project Cost (YOES)			\$546,364	\$62,534	\$0	\$608,898

- Reprogramming actions for the next two projects involve anticipated funding for the UPWP Next Corridor Planning area. The Net Corridor Investment Areas completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region’s growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design.

Determining the annual funding needs for this area is difficult as the planning need can be fluid and change multiple times. Staff wait as long as possible until the needed funding amount can be estimated. For the SFY 2024 UPWP, the preliminary STBG need totals \$417,573 of STBG plus required matching funds. Project Keys 22598 and 22154 are being reprogrammed in this amendment bundle to reflect the anticipated STBG funding need. The final Next Corridor program funding need for SFY 2024 will be represented in Key 22598. All of the funding in Key 22598 is expected to be needed as part of the Master Agreement and will be shifted into Key 22311 during April administratively. The re-programming actions are shown below.

A. Key 22598: Add STBG (and match) from Key 22154.

LEAD AGENCY		Metro				
PROJECT NAME		Corridor and Systems Planning (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	22598	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions and desired outcomes. (FY 2021 fund allocation year)				System/corridor planning
MTIP ID	70871					
RTP ID	10000					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	STBG-URBAN	\$121,649	\$13,923	\$0	\$135,572
		FY 21-26 Totals	\$121,649	\$13,923	\$0	\$135,572
Estimated Project Cost (YOES)			\$121,649	\$13,923	\$0	\$135,572

Add \$295,924 of STBG plus match from Key 22154



B. Key 22154: Split \$295,924 of STBG plus match and combine into Key 22598 above.

LEAD AGENCY		Metro					
PROJECT NAME		Next Corridor Planning (FFY 2022)					
Project IDs		Project Description			Project Type		
ODOT KEY	22154	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)			System/corridor planning		
MTIP ID	71111						
RTP ID	11103						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2025	STBG-URBAN	\$451,331	\$51,657	\$0	\$502,988	
FY 21-26 Totals			\$451,331	\$51,657	\$0	\$502,988	
Split \$295,924 of STBG and plus match and combine into Key 22598			Estimated Project Cost (YOES)	\$451,331	\$51,657	\$0	\$502,988

C. Final Next Corridor Programming Summary for Key 22598 reflecting a total of \$417,573 of STBG plus match = \$465,366.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
STBG-U	Y230	2023	<del>\$ 121,649</del>				-	\$ -
STBG-U	Y230	2023	\$ 417,573					\$ 417,573
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 417,573</b>
5295,924 of STBG-U (plus match) is being transferred from Key 22154 and combined into Key 22598 for Next Corridor UPWP needs								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2023	<del>\$ 13,923</del>				-	\$ -
Local	Match	2023	\$ 47,793					\$ 47,793
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 47,793</b>
Phase Totals Before Amend:			<del>\$ 135,572</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 135,572</del>
Phase Totals After Amend:			\$ 465,366	\$ -	\$ -	\$ -	\$ -	\$ 465,366
Total Project Cost Estimate (all phases):								\$ 465,366
Year of Expenditure Cost Amount:								\$ 465,366

4. Why a formal MTIP amendment is required: The re-programming and re-positioning of federal STBG funds occur from the non-fiscally constrained year of FFY 2025 forward into the fiscally constrained year of FFY 2023. When federal funds are moved from non-constrained to constrained years, the fiscal constraint finding must be re-confirmed. This action must occur through the completion of a formal MTIP amendment.

**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 February FFY 2023 Formal MTIP amendment (FB23-06-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	January 27, 2023
• Initiate the required 30-day public notification process.....	January 31, 2023
• <b>TPAC notification and approval recommendation.....</b>	<b>February 3, 2023</b>
• JPACT approval and recommendation to Council.....	February 16, 2023
• Completion of public notification process.....	March 1, 2023
• Metro Council approval.....	March 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.....	March 15, 2023
• USDOT clarification and final amendment approval.....	Early to mid-April 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.
- d. Will enable Metro funded programs part of the SFY 2024 UPWP to be obligated, funds expended, and approved planning activities to be implemented.

**RECOMMENDED ACTION:**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5315 consisting of the five amended projects in support of the SFY 2024 UPWP development**

No Attachments

# Memo

Date: January 27, 2023  
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
 From: Kim Ellis, AICP, RTP Project Manager  
 Subject: 2023 Regional Transportation Plan – Phase 4 Schedule, Engagement and the Call for Projects

## PURPOSE

This memo provides TPAC with an update on the schedule and planned engagement activities to support development of the 2023 Regional Transportation Plan (RTP). A key step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland to support regional goals for equity, safety, climate, mobility and a thriving economy.

## ACTION REQUESTED

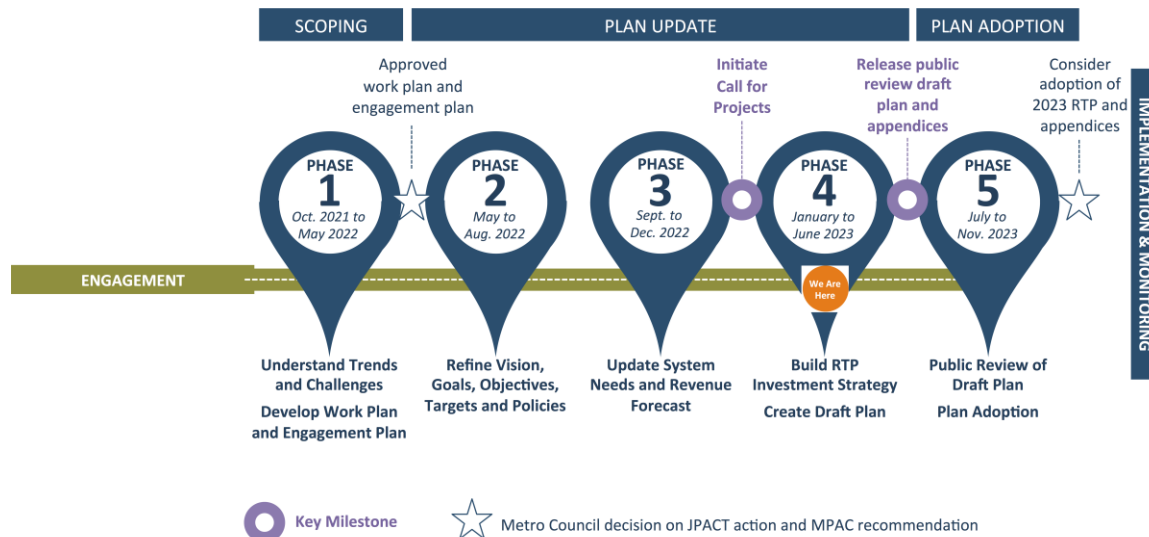
No action is requested. At the Feb. 3 meeting, Metro staff will provide an update on the RTP process. TriMet and the Oregon Department of Transportation will provide an update on their draft project lists. Other agency partners are invited to share updates on developing draft project lists.

## BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region’s [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP update provides an opportunity for all levels of government to work together to deliver a better transportation future.

The timeline for the update is shown in **Figure 1**.



**NEXT STEPS**

**Attachment 1** provides a schedule of discussions and planned engagement activities planned for 2023. **Attachment 2** provides more information about the planned public engagement activities. A summary of key dates and next steps follows.

Jan. 6, 2023	Metro released the <a href="#">call for projects</a>
Feb. 17, 2023	<b>DEADLINE:</b> County Coordinating Committees, the City of Portland, ODOT, the Port of Portland, TriMet and SMART submit draft project lists to Metro; individual city, county and agency staff also submit all updated project information for their projects to Metro through online system called the RTP Project Hub.
March-June 2023	<p>Metro conducts outcomes-based technical analysis of the draft project list and system performance.</p> <p>Metro engages members of the public, regional advisory committees, policymakers and other stakeholders on the draft project list and the technical analysis. This will include hosting an on-line comment opportunity that provides an opportunity for the public to provide input on the draft project list. Community based organizations start engaging community members in transportation priorities and telling community stories.</p>
May 24, 2023	<p><b>DEADLINE:</b> All agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support. While new projects cannot be added and changes to project information cannot be made after Feb. 17, refinements to the project list may be identified between the end of February and May 24 in response to public feedback or findings from the technical analysis. Proposed refinements to the project list must be communicated to Metro no later than May 24.</p> <p>Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023.</p> <p>Metro continues to work with technical and policy advisory committees and Metro Council to develop the 2023 RTP Public Draft Plan, including policies (Ch.3), the financial plan (Ch.5) and future planning work (Ch.8)</p> <p>JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review</p>
July 10 to Aug. 25	45-day public comment period on the public review draft plan (and draft list of project priorities) with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP (and updated project and program priorities)

For more information about the update, visit [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

/Attachment

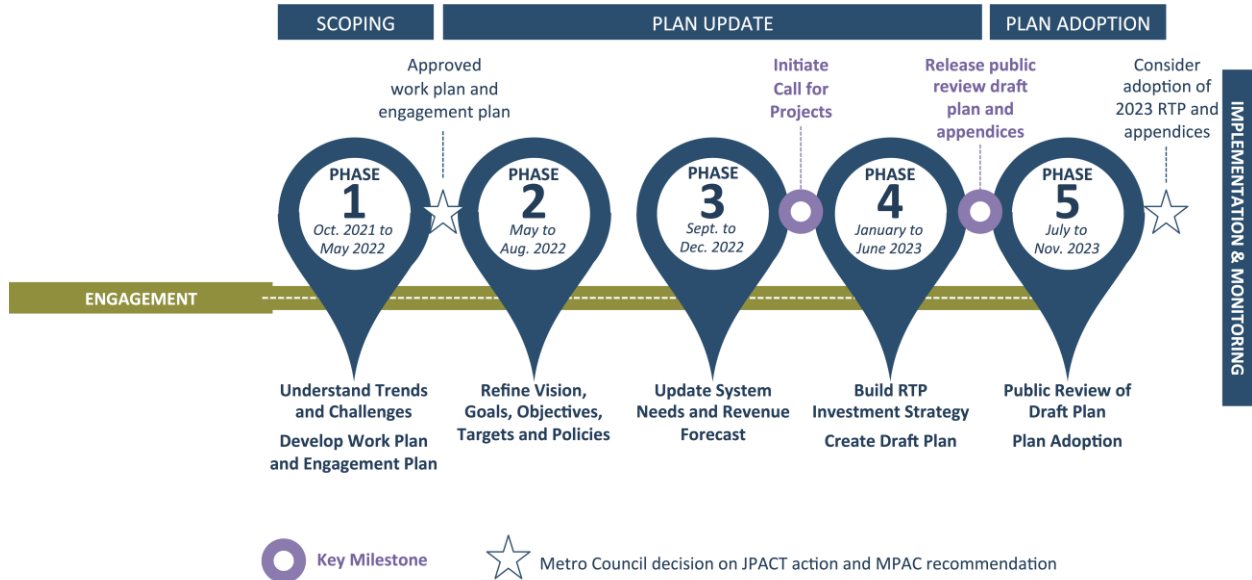
- Attachment 1. Project Timeline and Schedule of Planned Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023
- Attachment 2. 2023 Regional Transportation Plan – Phase four planned public engagement activities



## 2023 REGIONAL TRANSPORTATION PLAN UPDATE

### Project Timeline and Schedule of Planned Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

Dates are subject to change.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

- **Call for Projects**
  - Prepare for Call for Projects: 8/4/22 to 1/6/2023
    - 8/4/22 to 1/6/2023: Metro works with jurisdictional partners to develop revenue forecast
    - 10/4/22 to 2/17/2023: County coordinating committees and agencies conduct meetings to develop draft project lists for submission
    - Early 2023: Agencies engage governing bodies on process and draft lists
  - Conduct Call for Projects: 1/6 to 2/17
    - 1/6: RTP Hub open to project partners
    - Metro continues to work with jurisdictional partners to develop draft revenue forecast
    - 2/3 TPAC: Update on the schedule, planned engagement activities and the Call for Projects
    - 2/17: RTP Hub information, public engagement form and congestion management process form(s), if applicable, due
    - 2/17: Draft Project Lists and from Agencies and County Coordinating Committee Lists due
    - 2/17: Submission letters from County Coordinating Committees documenting coordination and agreement on draft lists due
  - Submission of endorsement letters and any proposed refinements to the draft lists
    - 1/6 to 2/17: Governing bodies review draft project list and submit letter of endorsement with draft project list by 2/17; if additional time is needed endorsement letters may be submitted until May 24

## Attachment 1. 2023 RTP Project Timeline and Schedule for 2023

2023 RTP Update: Project Timeline and Schedule of Planned Engagement and  
Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

1/19/23

- 4/1 to 5/24: Governing bodies may identify project list refinements and communicate them to Metro by 5/24 with endorsement letter
- **Draft Policy Chapter (Ch. 3)**
  - Prepare draft - 12/22 to 2/24
  - Discussions: March and April
    - 3/3 TPAC: draft Ch.3 – Introduce draft Ch. 3 and key policy topics (draft mobility policy, draft pricing policy, possibly others) for more discussion; invite minor “edits” to be included in public review draft RTP by March 24.
    - 3/8 TPAC workshop: draft Ch.3 – Discuss key policy topics; additional discussions may be added
    - 3/15 MTAC: draft Ch.3 – Discuss key policy topics; additional discussions may be added
    - 4/19 TPAC/MTAC workshop: *Additional time for discussion, if needed*
- **High-level Assessment of Draft Project List**
  - Prepare for assessment: 1/6 to 2/17
    - 1/6 to 2/3: Develop and test work flow and set up data and tools for assessment
    - 1/6 to 2/17: Develop and test work flow for preparing maps, factsheets and other communication materials to report results; prepare mockups
  - Conduct assessment of draft project list across climate, equity, mobility, safety and economy policy outcomes: 2/28 to 3/17
  - Conduct high-level environmental assessment of project list: 2/28 to 3/30
  - Consult with Tribes and federal, state, regional and local resource agencies on results of environmental assessment and potential mitigation strategies: Late April
    - Dates TBD
  - Report results of assessment to policymakers and the public: April
    - 3/30 to 4/30: Online public survey on draft project list and assessment results, public online survey and other engagement activities
    - 4/1 to 4/26: Report on draft project list through briefings to county coordinating committees, and other interested parties
    - early April: Community Leaders’ Forum
    - April/May: Business Leaders’ Forum
    - 4/7 TPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and preview system analysis approach
    - 4/11 Council: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
    - 4/19 TPAC/MTAC workshop: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
    - 4/20 JPACT: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
    - 4/26 MPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
- **RTP System Analysis**
  - Conduct system analysis: 2/22 to 4/10
  - Report results of system analysis: Late April-May
    - 5/5 TPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

# Attachment 1. 2023 RTP Project Timeline and Schedule for 2023

2023 RTP Update: Project Timeline and Schedule of Planned Engagement and  
Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

1/19/23

- 5/9 Council: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/10 TPAC workshop: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets
- 5/12 or 5/19 (tentative): JPACT/Metro Council workshop on project priorities
- 5/17 MTAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/18 JPACT: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/24 MPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
  
- **RTP Public Comment Period**
  - Prepare public review draft RTP and project list: Jan. to June
  - Discussions: July to August (and throughout adoption process)
  - 6/2 TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
  - 6/12 Council discussion
  - 6/15 JPACT: Consider action on TPAC recommendation (by Resolution)
  - 6/29 Council: Consider action on JPACT recommendation (by Resolution)
  - 7/10 to 8/25: Briefings to Council, Metro technical and policy committees, county coordinating committees, online public comment survey and hearing(s)
  
- **Draft Implementation Chapter (Ch. 8)**
  - Prepare draft: Feb. to May
  - Discussions: July and August
    - 7/7 TPAC: Seek feedback on draft Ch.8
    - 7/11 Council: Seek feedback on draft Ch.8
    - 7/19 MTAC: Seek feedback on draft Ch.8
    - 7/20 JPACT: Seek feedback on draft Ch.8
    - 7/26 MPAC: Seek feedback on draft Ch.8
    - 8/4 TPAC: Continue discussion on draft Ch.8, if needed
  
- **RTP Adoption process**
  - Prepare draft legislation: July
  - Conduct adoption process: 8/4 to 11/30
    - 8/4 TPAC: review draft Ordinance and outline of adoption package
    - 9/13 TPAC Workshop: Draft Public Comment Report and Recommended Changes
    - 9/20 MTAC: Draft Public Comment Report and Recommended Changes
    - 10/6 TPAC: Draft Public Comment Report and Recommended Changes
    - 10/18 MTAC: Recommendation to MPAC
    - 10/25 MPAC: Recommendation to the Metro Council
    - 11/3 TPAC: Recommendation to JPACT
    - 11/16 JPACT: Consider final action (by Ordinance)
    - 11/30 Metro Council: Consider final action (by Ordinance)

\*\*\*\*\*



## Attachment 1. 2023 RTP Project Timeline and Schedule for 2023

2023 RTP Update: Project Timeline and Schedule of Planned Engagement and  
Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

1/19/23

Updates to the Regional High Capacity Transit Strategy and the Climate Smart Strategy are occurring concurrent with the 2023 Regional Transportation Plan update and are anticipated to be considered by for recommendation by MPAC and adoption by JPACT and the Metro Council as part of the final adoption package for the 2023 Regional Transportation Plan. A schedule of Metro Council and regional advisory committees' discussions in support of these updates follows.

- **Update HCT Strategy**

- January/early Feb.: High Capacity Transit Strategy business group interviews
- 1/13 to 2/13: Transit priorities online public survey and other engagement activities
- 1/17 to 2/1: High Capacity Transit Strategy tabling events with TriMet
- 1/11 TPAC Workshop: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/18 MTAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/19 JPACT: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/25 MPAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/26 Metro Council: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 2/1: High Capacity Transit Strategy online Story Map
- 5/10 TPAC Workshop: High Capacity Transit Strategy Update: Draft Report
- 5/17 MTAC: High Capacity Transit Strategy Update: Draft Report
- 5/18 JPACT: High Capacity Transit Strategy Update: Draft Report
- 5/24 MPAC: High Capacity Transit Strategy Update: Draft Report
- 5/30 Metro Council: High Capacity Transit Strategy Update: Draft Report

- **Update Climate Smart Strategy<sup>1</sup>**

- 2/15 TPAC/MTAC Workshop: Climate Smart Strategy discussion
- 2/16 JPACT: Climate Smart Workshop Recap and discussion of updating strategy
- 3/8 TPAC Workshop: Climate Smart Strategy discussion
- 3/15 MTAC: Climate Smart Strategy discussion
- 5/2 TPAC: Climate Smart Strategy discussion
- 6/21 TPAC/MTAC Workshop: Climate Smart Strategy discussion

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<sup>1</sup> Schedule of discussions to be further refined.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 23, 2023  
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
 From: Molly Cooney-Mesker, Community engagement specialist  
 Subject: 2023 Regional Transportation Plan – Phase four public engagement

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In 2023, Metro will engage the public in the [2023 Regional Transportation Plan](#) draft project list. The engagement approach is designed to share public input with Metro Council and regional committees in ways that best support decisions about investment priorities. The intended outcome of this engagement is that the 2023 RTP constrained project list and the Plan's policies respond to the needs and priorities of people living, working and traveling in the region. Other desired outcomes of this engagement include building community capacity to participate in and make an impact on transportation policy and investment decisions and building the capacity of regional decision makers and Metro staff to effectively translate community priorities into project priorities and policies.

## Community engagement activities

### 1) Community partnerships (January – November 2023)

- Metro is partnering with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners will engage and elevate the voices of communities of color in Clackamas, Multnomah and Washington Counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations will primarily engage community members in the draft project list and the High Capacity Transit Strategy.
- Metro will work with community based organization partners to connect local elected officials and other agency representatives to hear directly from community, as feasible.
- Metro will bring summaries of the community based organization engagement to decision makers.

### 2) High Capacity Transit Strategy business discussion group(s) (January/early February 2023)

A facilitated discussion group of business organizations from across the region will provide insights on business needs and priorities for HCT.

### 3) High Capacity Transit Strategy tabling events (January 217 – February 1, 2023)

Metro will join TriMet's Forward Together in-person engagement events to receive feedback on the tiered HCT corridors and readiness criteria. The events will be held throughout the region and will build on the feedback the HCT project team received at the in-person events in the fall.

### 4) High Capacity Transit Strategy online StoryMap (February 2023)

An [online StoryMap](#) is a public education and engagement tool supporting the High Capacity Transit Strategy. An interactive map provides information about high capacity transit (HCT). The platform asks participants a brief set of questions about their priority corridors for HCT and feedback on the types of investments they want to see to make the high capacity transit work for them and their community. The StoryMap is being promoted through Metro's email lists, website, social media and project partners.

**5) 2023 RTP Draft Project List - Online interactive public survey (March 30 – April 30, 2023)**

A third interactive public survey for the 2023 RTP will invite broad engagement in the draft project list and high-level assessment results. The survey will again be promoted in collaboration with Community Engagement Liaisons to increase survey participation among communities who are typically underrepresented in online survey feedback. Key learnings from the last survey will be applied to increase participation overall and especially from under-represented communities. The survey will also be promoted through Metro’s email lists, website, social media and project partners.

**6) Consultation meetings with Tribes and agencies (April 2023)**

Metro will consult with Tribes in coordination with Metro’s Tribal Liaison and with regulatory and resource agencies to review the project list assessment results, methods and data sources. Metro will also review the updates made to the draft 2023 RTP responding to the feedback and information provided by Tribes and consulting agencies in 2022.

**7) Community Leaders Forum (Early April 2023)**

A community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level project list assessment. Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in June.

**8) Business Leaders Forum (May/June 2023)**

A business leaders forum in April/May will focus on draft RTP project list and outcomes of the high level project list assessment. Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in June.

**9) Engagement tool kits for local engagement (Available in April 2023)**

Metro will make available materials including fact sheets, engagement questions and presentations to local jurisdictions and other agencies that would like to engage their community members in the 2023 Regional Transportation Plan.

**10) Public Review Draft 2023 RTP public comment period (Mid July – Mid August 2023)**

An online public comment survey and hearing(s) will provide opportunities for public input on the Public Review Draft 2023 RTP. Comments will be considered and reported to decisions makers in September.

Summary reports documenting these engagement activities and feedback received will be prepared and provided to policymakers and regional technical and policy advisory committees for consideration as they work together to finalize the draft RTP and projects lists for public review starting in Summer 2023.

For more information about the 2023 Regional Transportation Plan update and opportunities to be involved, visit the project web site at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan>

Materials following this page were distributed at the meeting.



2023 Regional Transportation Plan

## Draft Project List Cost Targets

for agencies and jurisdictions for the call for projects

This document summarizes sub-regional project list cost targets for capital projects for purposes of the 2023 Regional Transportation Plan Call for Projects. The total cost estimates of capital projects or project phases submitted during the Call for Projects for each list must be no greater than the cost target for each list identified below.

### Draft RTP project list cost targets for capital projects, rounded 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
	2024-2030 (millions, YOE dollars)	2031-2045 (millions, YOE dollars)	2031-2045 (millions, YOE dollars)	2024-2045 (millions, YOE dollars)
City of Portland	\$468.74	\$1,417.12	\$1,885.86	\$3,771.72
Clackamas County, Cities, & NCPRD	\$418.96	\$965.48	\$1,384.44	\$2,768.88
Multnomah County and Cities**	\$1,142.59	\$777.69	\$1,920.28	\$3,380.55
Washington County, Cities & THPRD	\$1,422.67	\$3,938.68	\$5,361.35	\$10,722.70
Oregon Dept. of Transportation***	<i>Under development</i>	<i>Under development</i>	<i>Under development</i>	<i>Under development</i>
TriMet (transit capital) ****	\$1,672.23	\$2,468.61	\$4,140.84	\$8,281.68
SMART (transit capital)	\$10.00	\$20.00	\$30.00	\$60.00
Metro (regional programs)	\$87.00	\$259.80	--	\$346.80
Port of Portland*****	\$17.04	\$36.52	\$53.57	\$107.13

Table notes:

- \* The Constrained and Strategic project list cost targets are considered draft for purposes of the 2023 RTP Call for Projects and subject to refinement.
  - o The targets are based on the draft financially constrained revenue forecast prepared by Metro in consultation with local, regional and state agencies.
  - o Local agency constrained list cost targets include a per capita share of forecasted federal and state discretionary funding and forecast regional trail bond funding for purposes of the call for projects and does not guarantee receipt of this funding for specific projects.

- The Strategic list cost targets are equal to the draft constrained list targets. Projects in the draft Strategic list will be assumed to be implemented in the 2031-2045 time-period for analysis purposes.

- \*\* Multnomah County data assumes \$560M of federal discretionary funds dedicated to Earthquake Ready Burnside Bridge project and \$118M of state pass-through local bridge funding for Willamette River Bridges.
- \*\*\* The draft revenue forecast and cost targets for ODOT are awaiting final data from ODOT. The Constrained List cost target for ODOT will include federal New Starts funding for the transit element of the Interstate Bridge Replacement (IBR); financing for the transit costs of the IBR project, including federally-required local source funding, is accounted for in the IBR finance plan.
- \*\*\*\* Financially constrained transit capital funds available for high-capacity transit (HCT) require identification of available financially constrained state and local match funds. During the Call for Projects, agencies should work with TriMet to identify additional forecasted state and local source funding to apply to HCT projects submitted to the 2023 RTP to meet the 50 percent state/local match share contribution required for federal Capital Improvement Grant (CIG) funding for purposes of demonstrating fiscal constraint of the RTP. Actual commitment of any identified state and/or local funds is subject to further state and local action. This target does not include ongoing transit service and operations or transit service and operations enhancements and will be accounted for separately.
- \*\*\*\*\* This cost target is for road and trail-related projects. Marine terminal, rail, and Hillsboro, Portland and Troutdale airport property projects will be accounted for separately.

Find more information about the RTP Call for Projects at: [oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects](https://oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects)

**Draft Local Agency Revenue Estimates for Capital Needs for 2024 to 2045**

Updated Feb 02, 2023

This document summarizes local agency revenues estimated to be available for capital needs based on the draft financially constrained revenue forecast prepared by Metro in consultation with local, regional and state agencies. The estimates were developed for purposes of the RTP Call for Projects and are subject to refinement.

**Clackamas County and Cities Local Revenue Estimates for Capital Needs for 2024 to 2045**

Agency	2024-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Clackamas County	\$ 70,268,110	\$ 135,560,491	\$ 205,828,601
Gladstone	\$ -	\$ -	\$ -
Happy Valley	\$ 52,649,777	\$ 112,728,021	\$ 165,377,799
Lake Oswego	\$ 43,570,713	\$ 116,563,166	\$ 160,133,878
Milwaukie	\$ 23,054,011	\$ 158,751	\$ 23,212,762
NCPRD	\$ 338,197	\$ 954,515	\$ 1,292,712
Oregon City	\$ 39,619,559	\$ 106,623,924	\$ 146,243,484
West Linn	\$ 51,208,106	\$ 126,824,863	\$ 178,032,969
Wilsonville	\$ 57,583,328	\$ 106,076,403	\$ 163,659,732
Federal/State Discretionary Share*	\$ 80,668,192	\$ 259,985,347	\$ 340,653,539
<b>Total:</b>	<b>\$ 418,959,994</b>	<b>\$ 965,475,481</b>	<b>\$ 1,384,435,475</b>

**Multnomah County and Cities Local Revenue Estimates for Capital Needs for 2024 to 2045**

Agency	2024-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Multnomah County	\$ 430,143,834	\$ 406,232,337	\$ 836,376,171
Fairview	\$ 3,088,541	\$ 7,290,109	\$ 10,378,650
Gresham	\$ 65,108,199	\$ 107,378,287	\$ 172,486,486
Troutdale	\$ 10,131,546	\$ 24,407,196	\$ 34,538,742
Wood Village	\$ 1,225,089	\$ 2,055,409	\$ 3,280,498
Federal/State Discretionary Share*	\$ 632,888,539	\$ 230,322,985	\$ 863,211,524
<b>Total:</b>	<b>\$ 1,142,585,748</b>	<b>\$ 777,686,323</b>	<b>\$ 1,920,272,071</b>

**Portland Local Revenue Estimates for Capital Needs for 2024 to 2045**

Agency	2024-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Portland	\$ 277,622,930	\$ 801,153,758	\$ 1,078,776,688
Federal/State Discretionary Share*	\$ 191,120,964	\$ 615,963,355	\$ 807,084,319
<b>Total:</b>	<b>\$ 468,743,894</b>	<b>\$ 1,417,117,113</b>	<b>\$ 1,885,861,007</b>

**Washington County and Cities Local Revenue Estimates for Capital Needs for 2024 to 2045**

Agency	2024-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Washington County	\$ 638,435,190	\$ 2,079,629,561	\$ 2,718,064,751
Beaverton	\$ 81,525,130	\$ 226,669,408	\$ 308,194,538
Cornelius	\$ 9,152,378	\$ 26,780,356	\$ 35,932,735
Durham	\$ 1,401,625	\$ 4,101,230	\$ 5,502,855
Forest Grove	\$ 18,908,234	\$ 55,326,520	\$ 74,234,754
Hillsboro	\$ 318,798,639	\$ 503,150,447	\$ 821,949,086
King City	\$ 16,608,079	\$ 51,134,259	\$ 67,742,339
Sherwood	\$ 33,425,531	\$ 96,974,326	\$ 130,399,857
Tigard	\$ 73,792,779	\$ 191,182,279	\$ 264,975,058
Tualatin	\$ 35,933,914	\$ 117,666,221	\$ 153,600,136
THPRD	\$ 38,341,227	\$ 82,159,773	\$ 120,501,000
Federal/State Discretionary Share*	\$ 156,350,988	\$ 503,903,273	\$ 660,254,261
<b>Total:</b>	<b>\$ 1,422,673,715</b>	<b>\$ 3,938,677,653</b>	<b>\$ 5,361,351,368</b>

\*Revenue estimates for capital needs also reflect a per capita share of anticipated federal and state discretionary funding that is forecasted to be available in the region for purposes of the Call for Projects, and does not guarantee receipt of this funding for specific projects.





## TriMet 2023 RTP Project List

The list below is a summary of TriMet's 2023 RTP project list and notable changes to the 2018 project list.

### 2024-2030 HCT Constrained List

- 82<sup>nd</sup> and TVH FX<sup>1</sup> (BRT) projects
- Better Red Construction (remaining to be spent)
- Montgomery Park Streetcar<sup>2</sup>
- SW Corridor Project Development (not full costs)
- Enhanced Transit Corridor (ETC)/Better Bus corridor transit priority projects on frequent service bus lines and bucket for future investments

### 2031-2045 HCT Constrained List

- Steel Bridge Transit Bottleneck Improvement (MAX Tunnel Study) Project Development (*and potential PE*)
- SW Corridor Project Development (*amount tentative*)
- Bucket for Project Development for some Tier 2 Small Starts Projects (*potential*)
- ETC/Better Bus bucket for corridor transit priority projects on frequent service bus lines

### 2031-2045 HCT Strategic List

- SW Corridor Engineering and Construction (moved from 2018 constrained)
- MAX Tunnel Construction (formerly Steel Bridge Transit bottleneck, moved from constrained)
- Johns Landing Streetcar (now strategic)
- HCT Tier 2 Small Starts Projects (*costs and project descriptions TBD*)
  - Hollywood Streetcar (moved from constrained to strategic)
  - Burnside/Stark
  - MLK
  - Cesar Chavez/Lombard to Milwaukie
  - SW 185<sup>th</sup>
  - Beaverton Hillsdale Highway

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<sup>1</sup> Assume these are Small Starts Projects and close to \$300M.

<sup>2</sup> City of Portland to cover capital cost match.

## **2024-2030 Operating Capital Constrained List**

- Bus Operating Facilities/ Zero Emission Bus facilities
  - Columbia Bus Base (new facility – cost increase since 2018 RTP)
  - Merlo, Center, Powell (renovations and charging infrastructure – some in long-term constrained)
- Transit Centers and layover improvements
  - North Downtown Transit Mall terminal for bus layover
  - Beaverton Transit Center - NEW
  - Oregon City Transit Center - NEW
  - Transit Centers improvements bucket – NEW
- Fleet – Replacement/refurbishment of buses, articulated buses, light rail and LIFT vehicles
- Park Avenue Park and Ride Construction – NEW
- Programmatic buckets
  - Better Bus/ETC (align with STIF)
  - Transit-Oriented Development
  - Access to transit improvements (align with STIF)

## **2024-2030 Operating and Maintenance Constrained list**

- Preventative maintenance and expansion/enhancement of system assets, organized in programmatic buckets for:
  - State of Good Repair and Asset Management
  - Safety & Security – Safety enhancements, CCTV, Transit Police
  - MAX improvements: Signals, switches, stations, optimization, operational and reliability improvements
  - IT/Communication systems
  - Equipment and Facilities
- Willamette Shore Line improvements - NEW
- TriMet Operating costs through 2045
- TriMet Maintenance costs through 2045
- Programmatic buckets:
  - STIF Regional coordination and streetcar funds – NEW
  - Park and Rides and Bike and Rides
  - Fare discount programs (align with STIF) - NEW
  - Bus Stop improvements

## **2024-2045 Operating Capital Strategic List**

- HCT Optimization and expansion/enhancement of system assets: Signals, switches, optimization, operational and reliability improvements
- Second phase of Zero Emission Bus improvements at bus facilities (*tentative – may be long term constrained*)
- Bus and rail system expansion
  - 5<sup>th</sup> Bus base site acquisition, design and construction
  - Ruby Junction/Hogan Yard expansion
  - Fleet expansion to support service expansion
- Strategic service increases – funding for operations for service growth beyond projected revenues

## **2018 TriMet projects to delete or combine with other projects:**

- HCT Portland to Vancouver: Moved to part of larger IBR project
- HCT WES Double-tracking and frequency improvements: Tier 4 in HCT
- HCT I-205 Capital construction: Tier 4 in HCT
- MLK streetcar – delete, future HCT project not mode-specific
- Move to City of Portland List:
  - ETC corridors that are Portland Central City only
- Bus: Columbia to Clackamas – delete as project because new route is included in 2027 bus service TNET
- Zero Emission Bus Phase 1 and 2: Zero Emission Bus improvements have been incorporated into TriMet bus facility projects and fleet replacement projects, rather than general buckets.

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

Mary L. Mark, 64, walking, SE Powell Boulevard at SE Foster Road, Portland, Multnomah, 1/24

Unidentified, walking, SE Holgate Blvd & SE 92nd Ave, Portland, Multnomah, 1/23

Glennard Devon Purvee, 28, driving, OR47 Nehalem Hwy, Washington, 1/21

Tyler L. David, 44, driving, SE Powell Blvd. & SE 80th Ave., Portland, Multnomah, 1/15

Miguel Adams, 22, driving, OR224, Clackamas, 1/11

Penny A. Griffith, 68, walking, Division St & SE 168th Ave, Portland, Multnomah, 1/6

Lourdes Turcios Garcia, 40, walking, 19th Ave & Hawthorne St, Forest Grove, Washington, 1/5

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



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





Metro

# TPAC Agenda Item

## **February 2023 Formal MTIP Amendment**

**Resolution 23-5315**

**Amendment # FB23-06-FEB**

**Applies to the 2021-26 MTIP**

Agenda Support Materials:

- Draft Resolution 22-5315
- Exhibit A to Resolution 23-5315 (MTIP Worksheets)
- Staff Narrative. No attachments

February 3, 2023

Ken Lobeck

Metro Funding Programs Lead

# February FFY 2023 Formal MTIP Amendment Bundle Overview & Staff Recommendation

- 4 total projects in the amendment bundle:
- Cover briefly amendment bundle contents and open for discussion
- Seek approval recommendation to JPACT for Resolution 23-5315:

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development .**

# February 2023 Formal MTIP Amendment

## Annual UPWP Prior Approved Positioning – Part 2

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	
<b>Regional Transportation Planning</b>													
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	\$ 22,115					\$ 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	\$ 6,829					\$ 66,491	
14	Regional Emergency Transportation Routes Phase 2	\$ 138,216									\$ 138,216	\$ 138,216	
	<b>Regional Transportation Planning Total:</b>	\$ 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	
<b>Regional Corridor/Area Planning</b>													
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	
	<b>Regional Corridor/Area Planning Total:</b>	\$ 3,442,518	\$ -	\$ -	\$ -	\$ 588,202	\$ 67,322	\$ 1,013,750	\$ 144,440	\$ 1,602,556	\$ 26,248	\$ 3,442,518	
<b>Administration &amp; Support</b>													
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	
	<b>Administration &amp; Support Total:</b>	\$ 6,027,287	\$ 639,003	\$ 73,137	\$ 1,051,566	\$ 120,356	\$ 313,403	\$ 35,870	\$ -	\$ 3,793,951	\$ -	\$ 6,027,287	
	<b>GRAND TOTAL</b>	\$ 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

UPWP = Unified Planning Work Program



# February 2023 Formal MTIP Amendment

## Advancing RTO and SRTS projects

STBG = Federal Surface Transportation Block Grant funds

- Pushed out several prior approved UPWP STBG funded projects into FFY 2025 to avoid conflicts with the annual obligation targets process
- Now confirmed two are needed as part of the SFY 2024 UPWP
- The formal amendment advances two projects to FFY 2023:
  - Key 22158: FFY 2023 Regional Travel Options (RTO) with \$2,839,398 of STBG (plus match)
  - Key 22161: FFY 2023 Safe Routes to Schools with \$546,364 of STBG (plus match)

# February 2023 Formal MTIP Amendment

## Combining Next Corridor Planning Projects (22154 & 22598)

STBG = Federal Surface Transportation Block Grant funds

- Advancing and combining remaining prior approved Next Corridor Planning funds from FFY 2022 to support the new UPWP
- Advance \$295,921 of STBG (plus match) from Key 22154 to Key 22598 (FFY 21 Next Corridor Planning bucket)
- Needed STBG for Key 22598 is \$417,573 (plus match) to support the Next Corridor Planning needs for the SFY 2024 UPWP

Note: The UPWP is structured based on the State Fiscal Year (SFY) July 1<sup>st</sup> to June 30<sup>th</sup> of each year

# 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*)

# February FFY 2023 Formal Amendment

## Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	January 31, 2023
<b>TPAC Notification and Approval Recommendation</b>	<b>February 3, 2023</b>
JPACT Approval and Recommendation to Council	February 16, 2023
End 30-day Public Notification/Comment Period	March 1, 2023
Metro Council Approval	March 9, 2023
Final Estimated Approvals	Early to mid-April 2023

# February 2023 Formal MTIP Amendment Discussion, Questions, and Approval Request

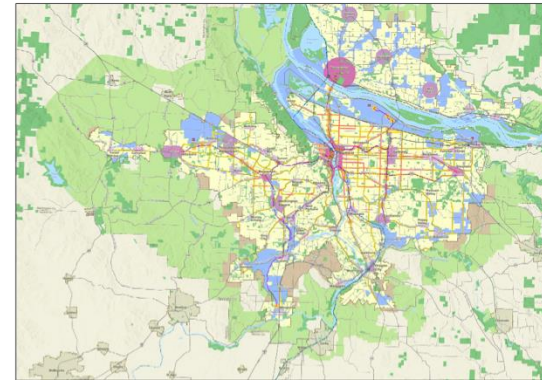
- Open up to discussion and questions
- Approval request includes completing necessary corrections
- Staff Approval Request:  
**TPAC provide JPACT an approval recommendation of Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development .**

# 2023 Regional Transportation Plan

## Phase 4 Schedule, Call for Projects and Engagement

TPAC

February 3, 2023





# Today's purpose

Receive update on the schedule and engagement to support development of the 2023 RTP

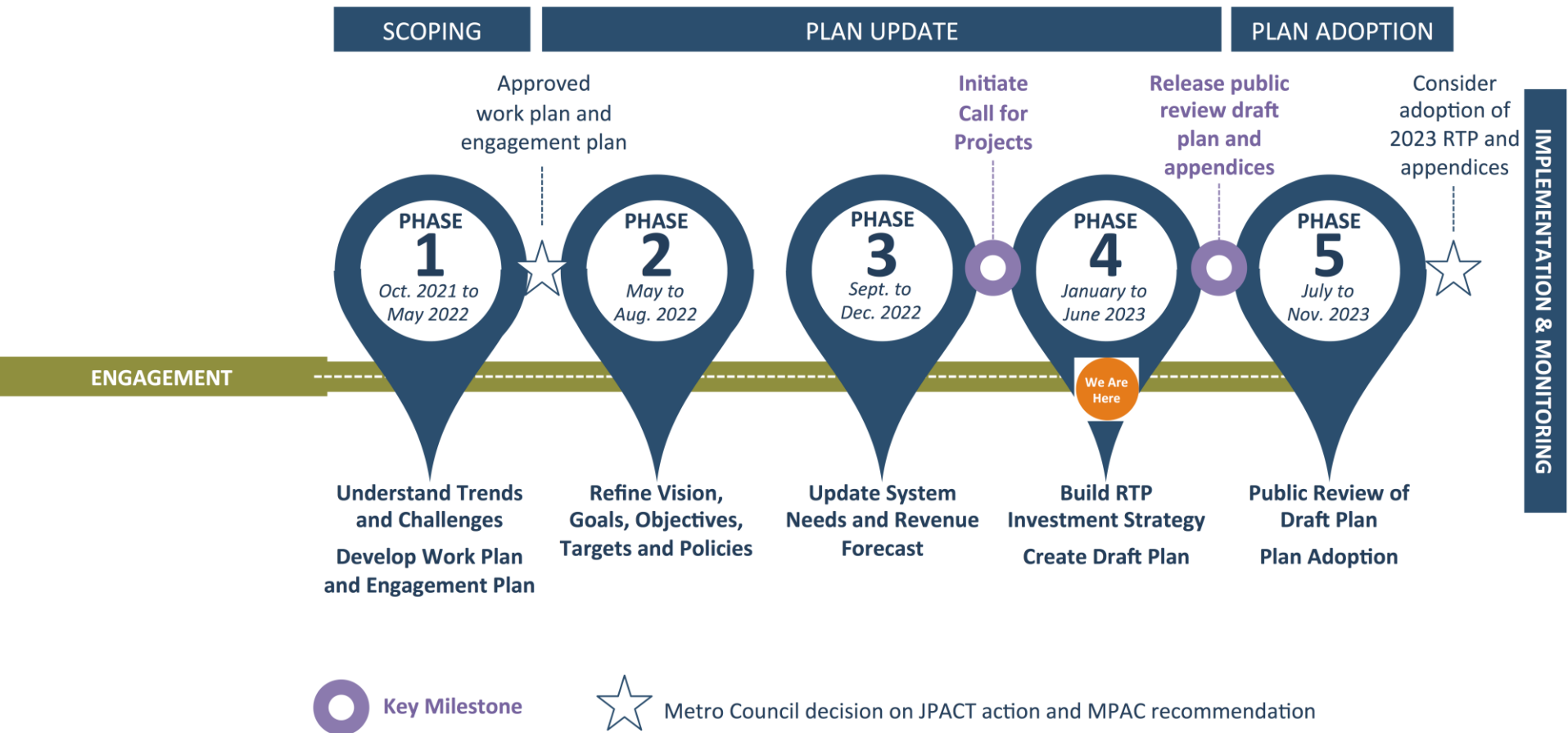
Receive update on draft project lists from TriMet, ODOT and other agencies

Opportunity for questions and discussion





# Timeline for the 2023 RTP update



# Current Snapshot: Where we have been and where we are now

SEPT. TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

Engagement activities

JAN. TO FEB. '23

RTP  
Call for  
Projects

Jan. 6 to Feb. 17

JPACT and Metro Council  
direction on moving forward with  
the Call for Projects

# 2023 RTP Call for Projects Policy Framework

## Draft vision and goals for 2023 RTP



### Vision →

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

*Developed in 2022 by JPACT and Metro Council with input from MPAC*

# 2023 RTP Call for Projects Revenue Forecast

## Draft project list cost targets

### **Draft** RTP project list cost targets for capital projects

rounded in millions of year-of-expenditure dollars (*subject to refinement*)

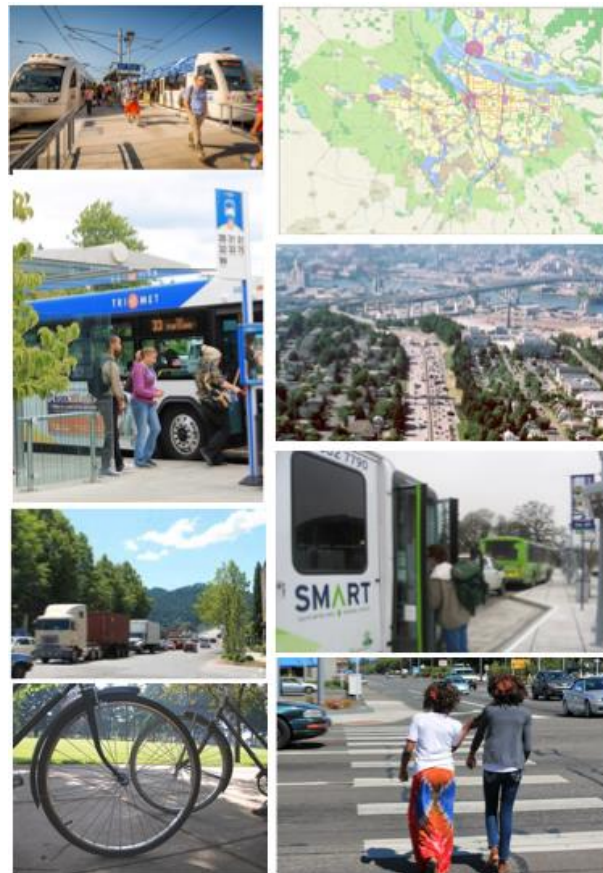
Agency/County coordinating committee	Constrained List Cost Target		Strategic List Cost Target	Total RTP List Cost Target
	2024-2030 (millions, YOE dollars)	2031-2045 (millions, YOE dollars)	2031-2045 (millions, YOE dollars)	2024-2045 (millions, YOE dollars)
City of Portland	\$468.74	\$1,417.12	\$1,885.86	\$3,771.72
Clackamas County, Cities, & NCPRD	\$418.96	\$965.48	\$1,384.44	\$2,768.88
Multnomah County and Cities	\$1,142.59	\$777.69	\$1,920.28	\$3,380.55
Washington County, Cities & THPRD	\$1,422.67	\$3,938.68	\$5,361.35	\$10,722.70
Oregon Dept. of Transportation	<i>Under development</i>	<i>Under development</i>	<i>Under development</i>	<i>Under development</i>
TriMet (transit capital)	\$1,672.23	\$2,468.61	\$4,140.84	\$8,281.68
SMART (transit capital)	\$10.00	\$20.00	\$30.00	\$60.00
Metro (regional programs)	\$87.00	\$259.80	--	\$346.80
Port of Portland	\$17.04	\$36.52	\$53.57	\$107.13

The targets are for purposes of the Call for Projects and are based on the draft financially constrained revenue forecast prepared by Metro in consultation with local, regional and state agencies.

# Updating the region's priorities

Call for Projects from Jan. 6 to Feb. 17, 2023

- Cities, counties, agencies and county coordinating committees build draft RTP list for evaluation, review, and refinement:
  - **Constrained priorities** – region's top priorities given current funding outlook
    - **Near-term** (2023 to 2030)
    - **Long-term** (2031 to 2045)
  - **Strategic priorities** – additional priorities the region agrees to work together to advance (2031 to 2045)
- Capital costs targets are based on draft revenue forecast and determine how many projects may be submitted



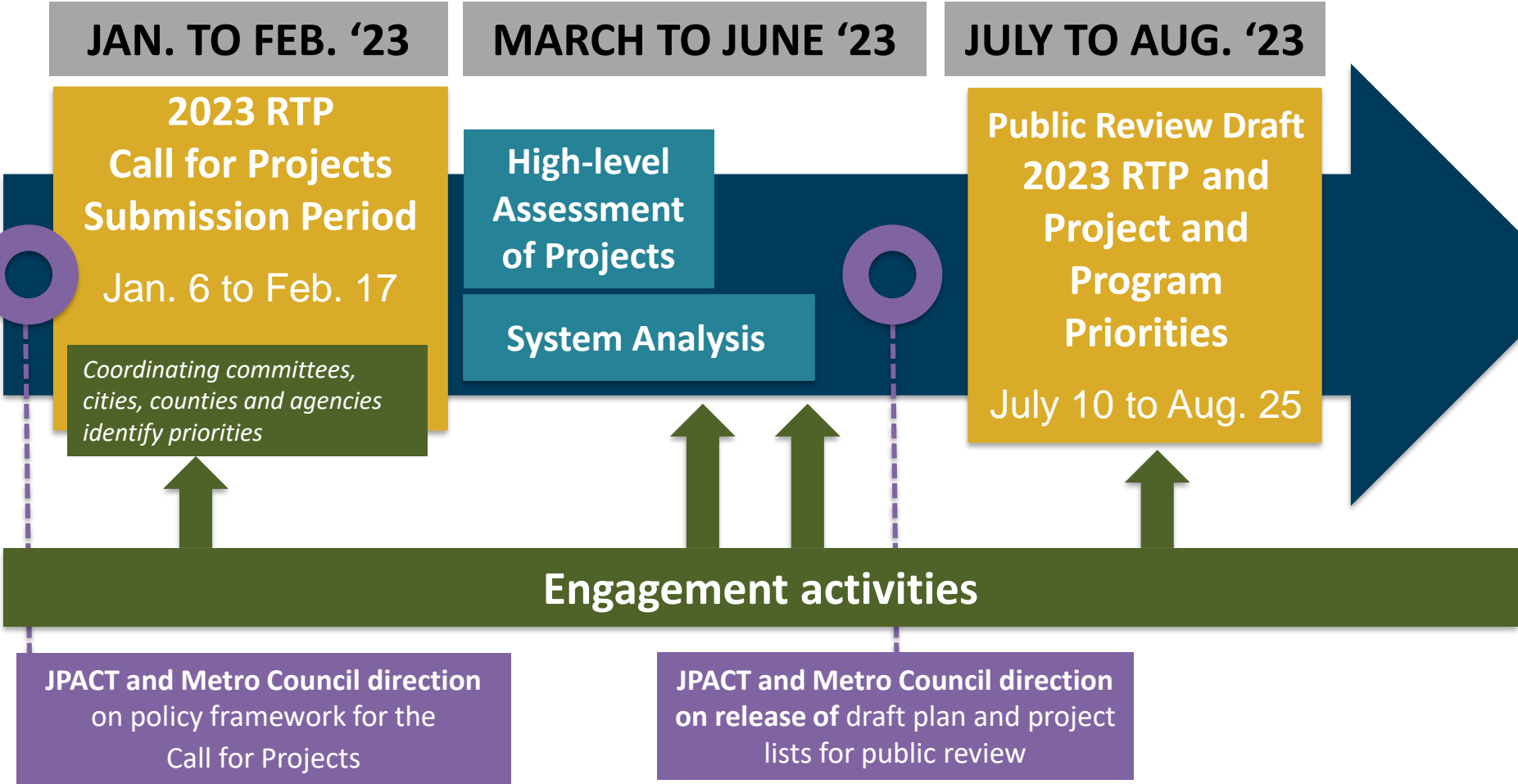
# 2023 RTP Call for Projects

## Key dates

- Jan. 6** **Call for Projects begins and online Project Hub database available**
- Feb. 17** **Deadline #1** Project sponsors submit required project information through online Project Hub and coordinating committees email project lists and endorsement letters to Metro
- March-May** **Metro conducts technical analysis, Metro and CBOs seeks public input on draft lists, and reports findings to Metro Council, and technical and policy committees, including county coordinating committees**
- May 24** **Deadline #2** Project sponsors submit letters of endorsement from governing bodies and final project list changes/information are due in Project Hub
- June 15/29** **Milestone:** JPACT/Metro Council consider input and technical findings and support releasing the draft RTP and updated priorities for public review and adoption

# 2023 RTP Call for Projects

# Where we are going





## Outcomes-based technical analysis

### High-level project list assessment

- Show how individual projects and draft project list advance each RTP goal
- Highlight projects that advance multiple goals

### System analysis

- Transportation analysis
- Equity analysis
- Climate analysis
- Environmental analysis



*Developed by JPACT and Metro Council  
with input from MPAC in 2022*

# 2023 Regional Transportation Plan Engagement (2023)

- Community based organization-led engagement on RTP (Jan. – Nov.)
- High Capacity Transit Strategy tabling events (Jan.– Feb. 1)
- High Capacity Transit Strategy business discussion group (Jan./early Feb.)
- High Capacity Transit Strategy online StoryMap (Feb.)
- RTP online public survey, community leaders forum and consultation meetings with Tribes and agencies (March 30-April 30)
- Business Leaders Forum on RTP and Freight Study (May/June)
- Public Review 2023 Regional Transportation Plan – online public comment period and hearing (July 10 – Aug. 25)



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



**Metro**

**Kim Ellis, AICP**

RTP Project Manager

[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

# 2023 RTP TriMet projects briefing

Tara O'Brien  
February 2023

# Types of TriMet projects:

- Capital Projects such as HCT, Zero emission bus projects or fleet
- Operations, transit service costs, Maintenance and Asset Management
- Region-wide capital and operations buckets



# What we've accomplished:

- Division Transit Project PD and Construction
- (Most of) Better Red
- Powell bus garage expansion
- Low-No Zero Emission Bus Pilot



# TriMet's constrained revenue forecast includes:

- Federal formula funds
- Expected federal, state and regional grants
- Payroll tax revenue and STIF
- Fare revenues
- Bond revenues



# TriMet constrained cost targets:

2023-2030: Capital is **\$1.67B**, Operating is **\$6.1B\***

2031-2045: Capital is **\$2.46B**, Operating is **\$19.2B**

\*Operating revenue will cover Forward Together implementation by 2027, slight annual service increases after that

# RTP constrained capital projects include:

- **High Capacity Transit (HCT) projects**
  - 82<sup>nd</sup> Ave, TV Highway, Montgomery Park Streetcar, Better Red
  - HCT Portland to Vancouver now part of IBR, not on TriMet list
- **ETC Transit priority corridors and bucket for improvements (Total of \$27.5M through 2030)**
  - Bucket of funds to be programmed later
  - Existing ETC corridors that are not Tier 1 HCT and outside Central City
- **Project Development for future HCT**
  - SW Corridor (\$2M short term, more long term, still not enough)
  - Steel Bridge Transit Bottleneck/MAX Tunnel (after 2031)
  - Project Development for up to 3 future corridors (after 2031)



# RTP constrained capital projects include:

- **Bus Facilities and Zero Emission Bus projects**
  - Columbia – design and construction
  - Merlo (Phase 1 in short term, Phase 2 after 2030)
  - Powell (Phase 1 in short term, Phase 2 after 2030)
  - Center (after 2031)
- **Fleet replacement (MAX, bus, LIFT)**
- **Federal earmark and grant projects**
  - Beaverton Transit Center, Willamette Shore Line, MAX Blue Line Station Rehabilitation, Oregon City Transit Center
- **\$2-5M buckets of capital projects:**
  - Transit centers and layovers (NEW)
  - Transit Oriented Development (NEW)
  - Bus stop and access to transit improvements
  - Park and Ride, Bike and Ride improvements



# TriMet strategic projects (through 2045):

- Tier 2 HCT projects
- Operating and Maintenance costs to support bus and rail system growth and expansion
- Capital projects to support system growth and expansion
  - Fleet expansion
  - 5<sup>th</sup> Bus base

# TriMet operations projects include:

- All constrained operations costs through 2045
- Asset Management and State of Good Repair
- Maintenance
- General buckets for programs (equipment, safety and security, IT and communications, fare discount programs- NEW)
- STIF Regional Coordination and Streetcar funds

# Discussion

- Transit projects on others' lists
- Project list changes could come with:
  - Investment strategy for future HCT corridors
  - Better Bus Plan beginning Spring 2023
  - RMPP Public Transportation Strategy
  - Future studies



# ODOT 2023 RTP Project List

Presentation to TPAC

February 3, 2023



# ODOT RTP Project Types

- Capital Projects
  - Specific design solutions
  - Mostly large scale efforts (I-205, Rose Quarter, Interstate Bridge, etc.)
- Corridor-Wide Project
  - Up to concept level solutions
  - Rely on future studies to identify specific solutions
- Region-Wide
  - Operational programs
    - Bridge, Culvert, Pavement, Safety & Ops
  - Specific and conceptual solutions
  - Examples:
    - Lombard Safety Project
    - 82<sup>nd</sup> Ave. Upgrades
    - RRFBs on OR 8
    - New pavement, sidewalks and bike lanes on 99W in Tigard





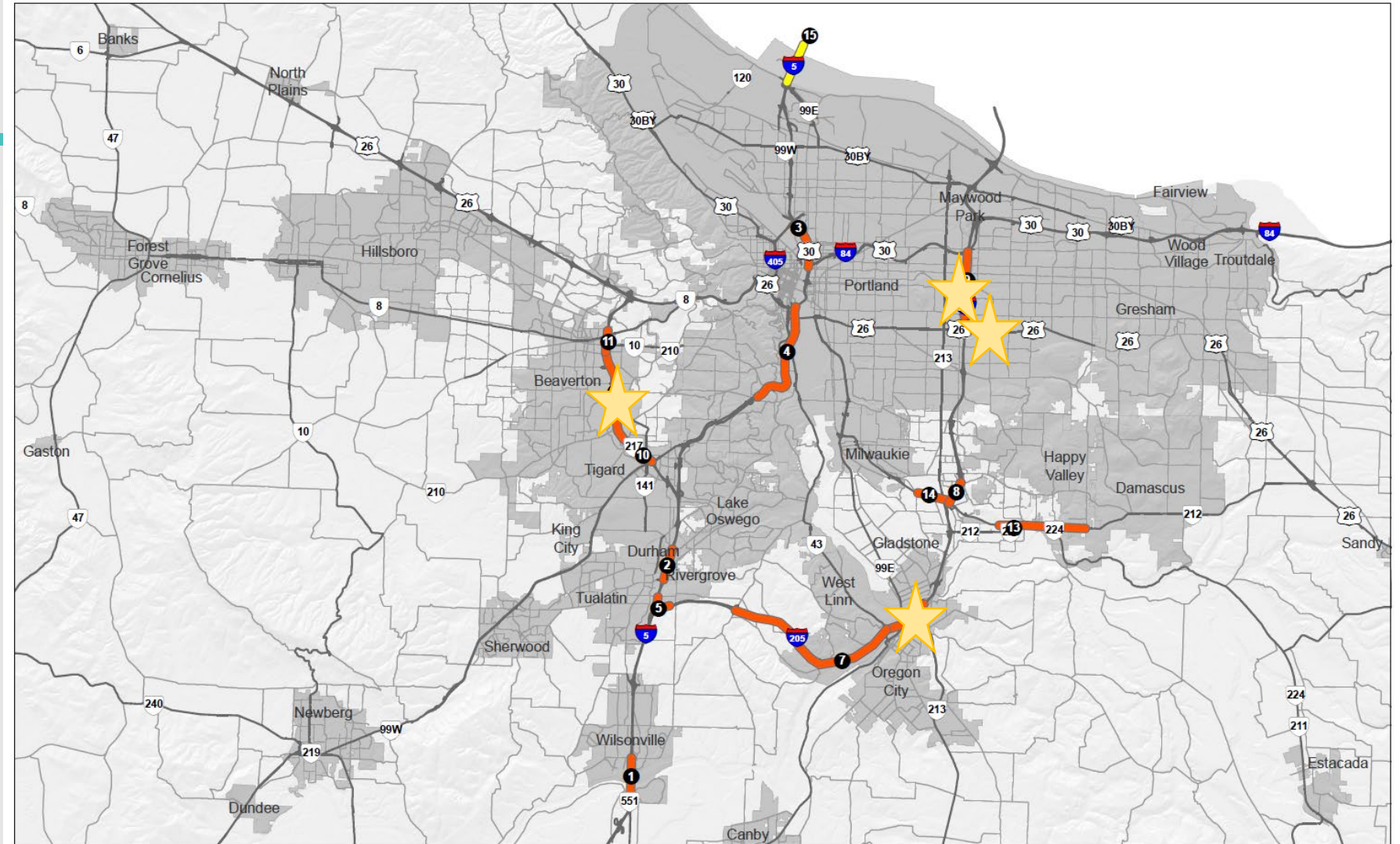
# 2023 RTP Capital Projects

- Removing completed projects
- Retaining all other projects
- Not changing near/later designations except IBR will be in 2023-30
- Moving 4 corridor “operations” projects from Strategic List to Constrained
- *New:*
  - *Regional Mobility Pricing Project*
  - *I-205 Construction – now includes tolling*
  - *Jordan Road Trail (?)*



# Completed Projects

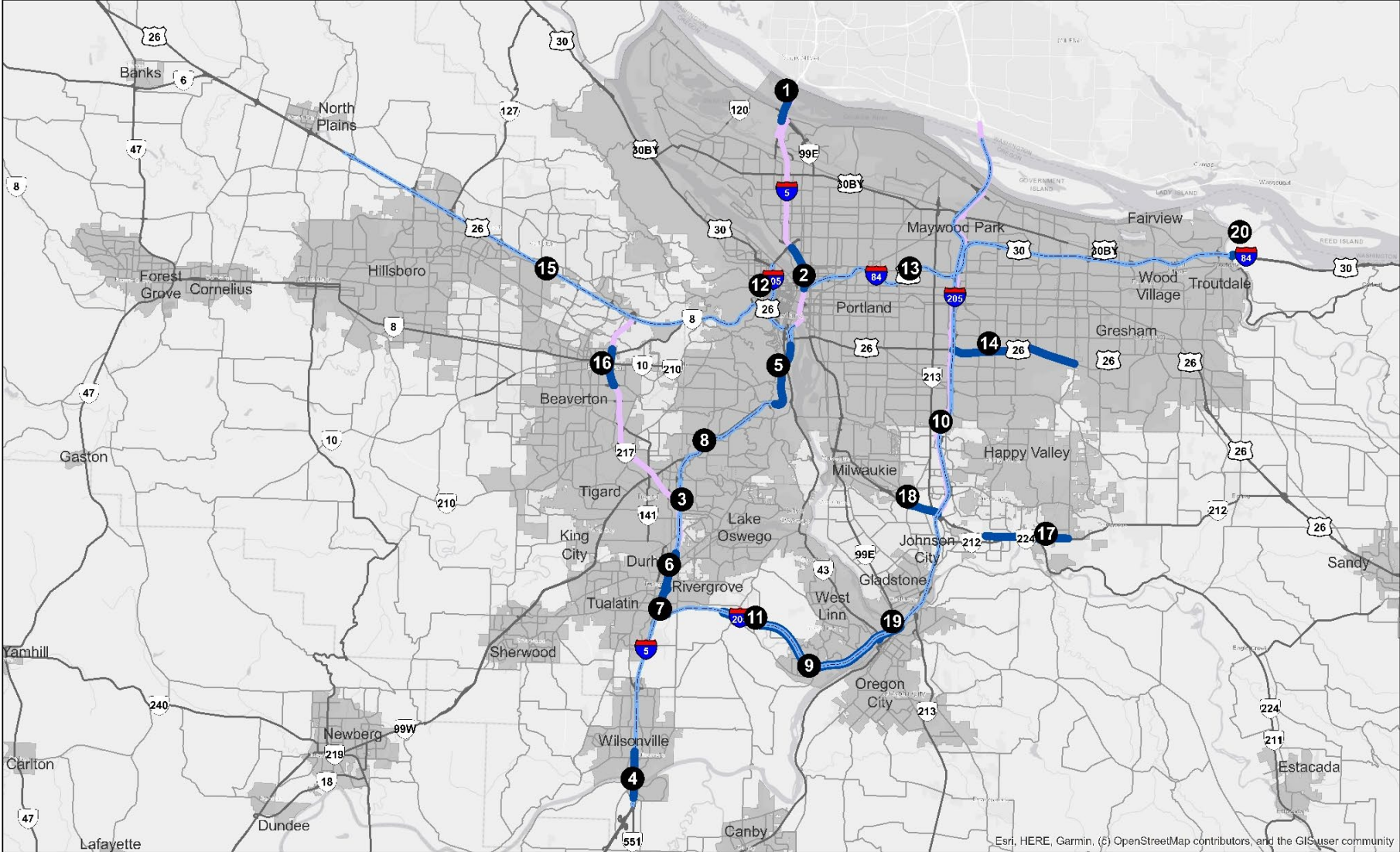
- HWY 217 Aux Lanes (3 projects)
- I-205 Aux Lanes (2 projects)
- Outer Powell Blvd\*
- Abernethy Bridge\*





# Constrained Projects

- Project Type**
- Capital
  - Corridor-wide
  - Strategic List



# 2023 RTP Region-wide Programs

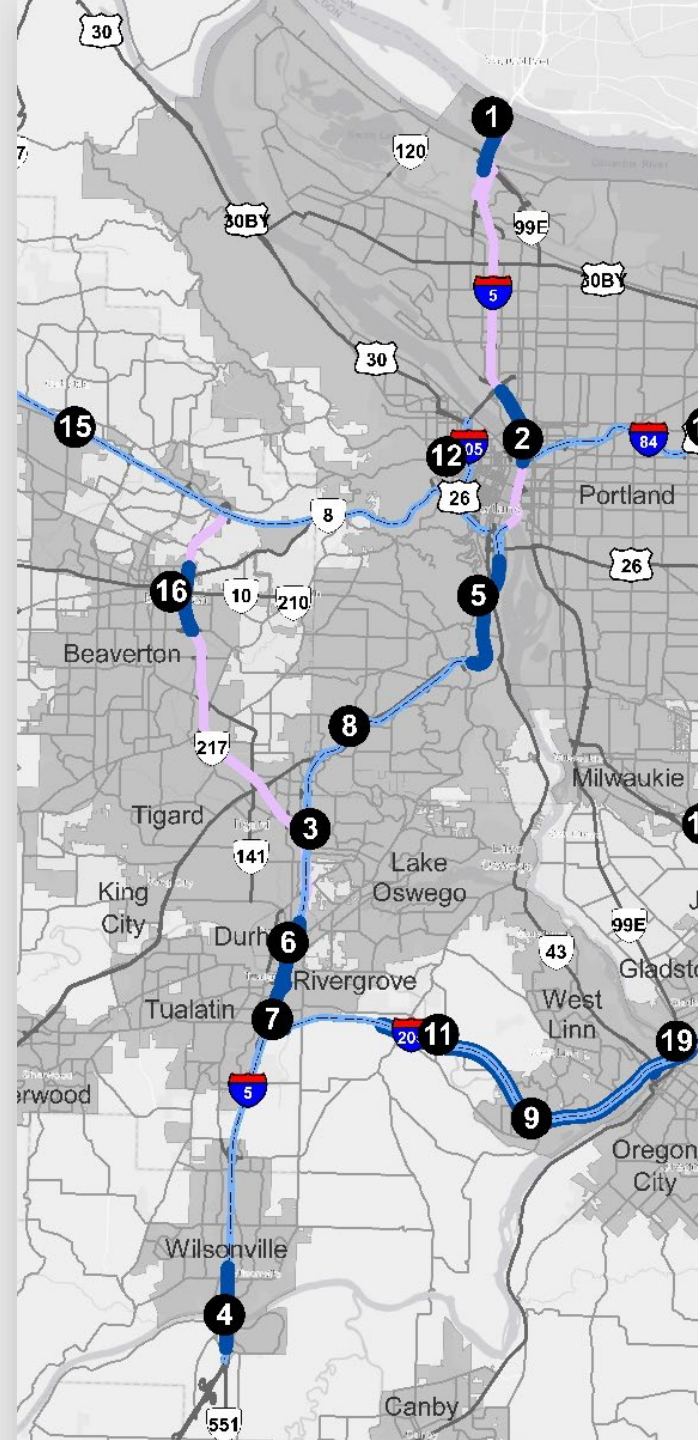
- Bridge Rehabilitation and Repair
- Culvert Replacement and Repair
- Highway Pavement Maintenance
- Safety and Operations





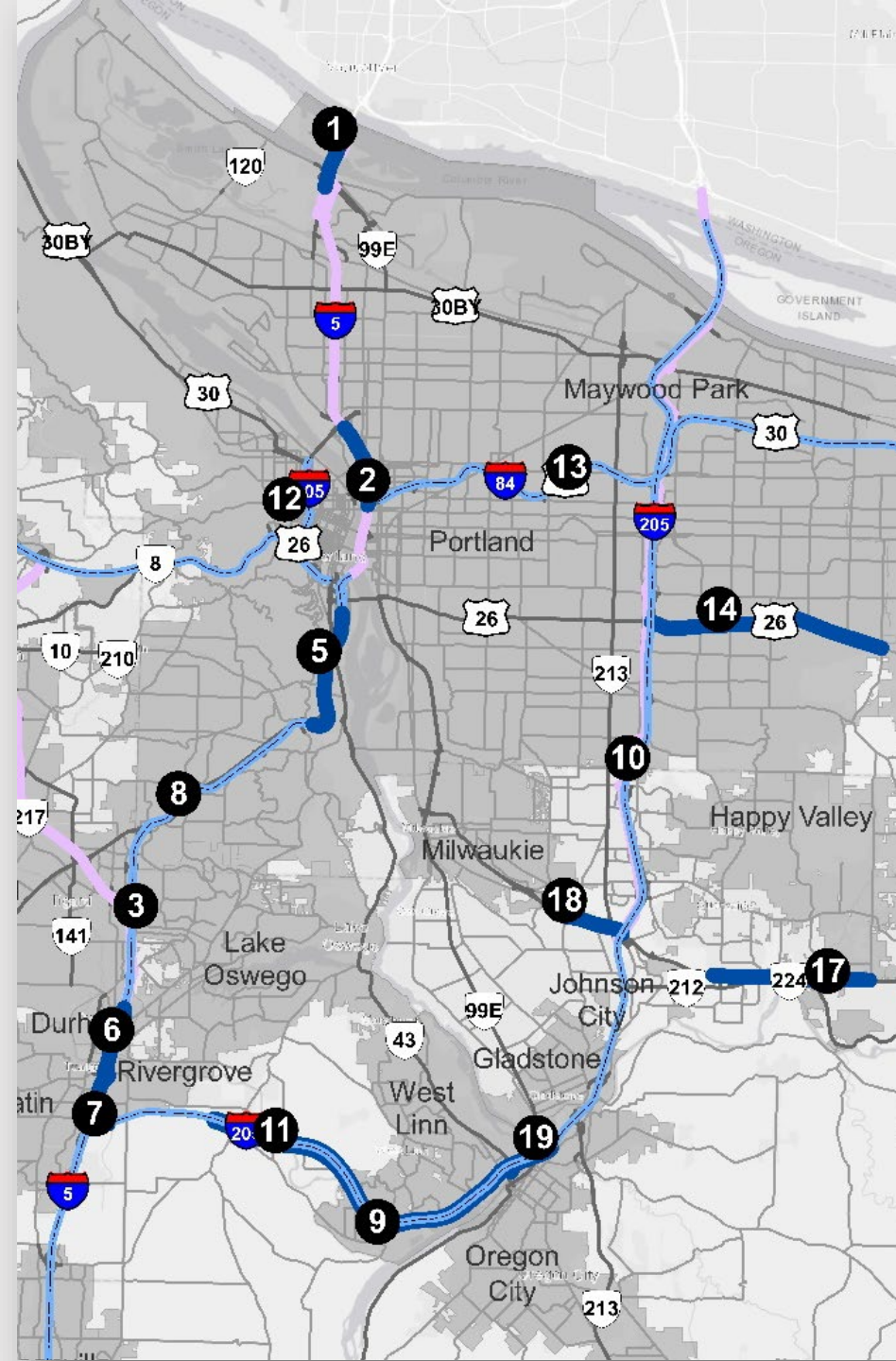
# I-5 Corridor

1. I-5 Columbia River Bridge (10893)
2. I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) (10867 + 11176)
3. I-5 South Operational Improvements (Marquam Bridge to Region Boundary) (11304)
4. I-5 SB: Wilsonville Rd to Wilsonville-Hubbard Hwy (11990)
5. I-5 SB Truck Climbing Lane (Marquam Bridge to Multnomah Blvd) (11984)
6. I-5 NB: Aux Lane Extension Nyberg to Lower Boones Ferry ( 11402)
7. I-5 NB Braided Ramps I-205 to Nyberg (11989)
8. *I-5 Freight Operational Improvements (11911) - NEW*



# I-205 Corridor

- 9. I-205 SB and NB Widening (Oswego Hwy to Stafford Rd) (11586 + 11904) *Toll CN added*
- 10. I-205 Active Traffic Management (11305)
- 11. I-205 Tolling [PE]
- 19. Abernethy Bridge (11969)





# I-405 Corridor

12. I-405 Operational Improvements  
(11974) - NEW



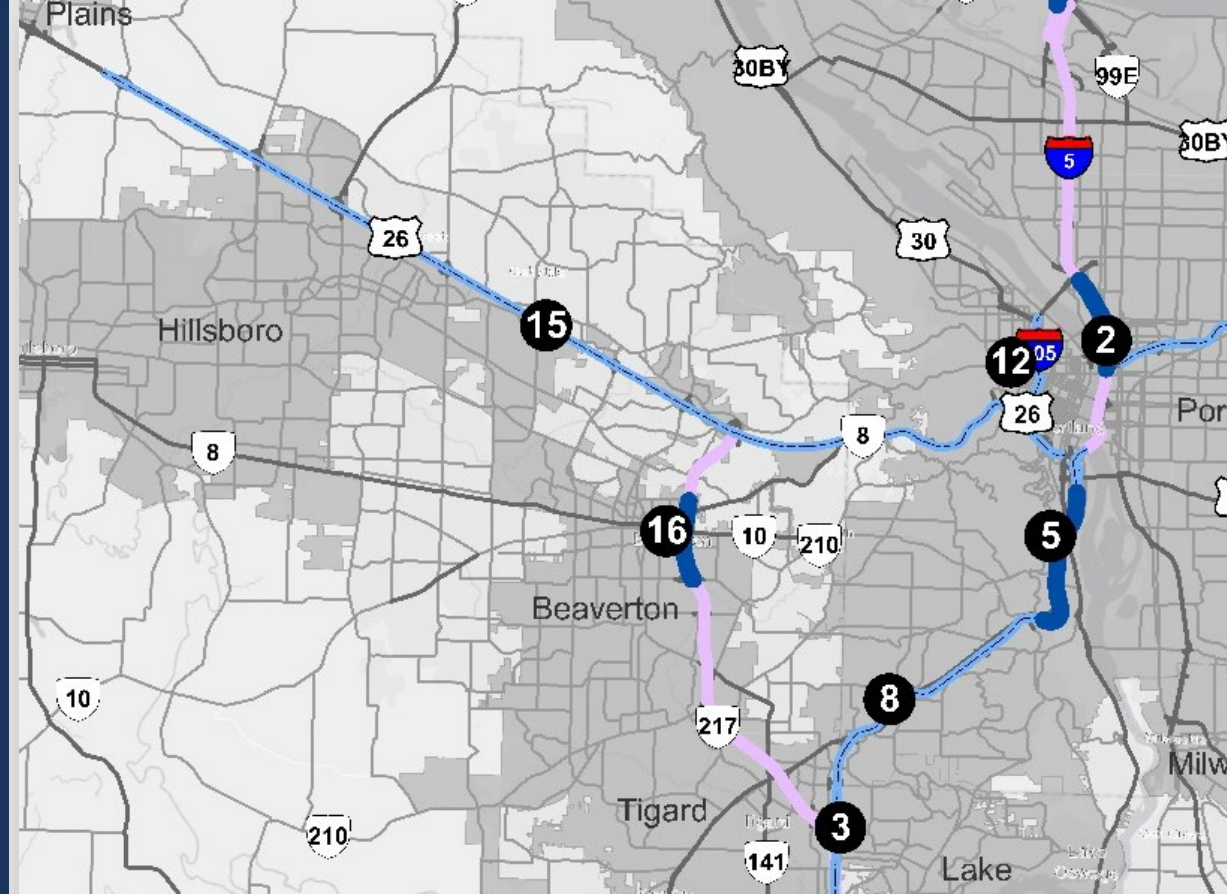
# I-84 Corridor

- 13. I-84 Operational Improvements (11993) – NEW
- 14. Outer Powell (11742)
- 20. Jordan Road - NEW



# US-26 Corridor

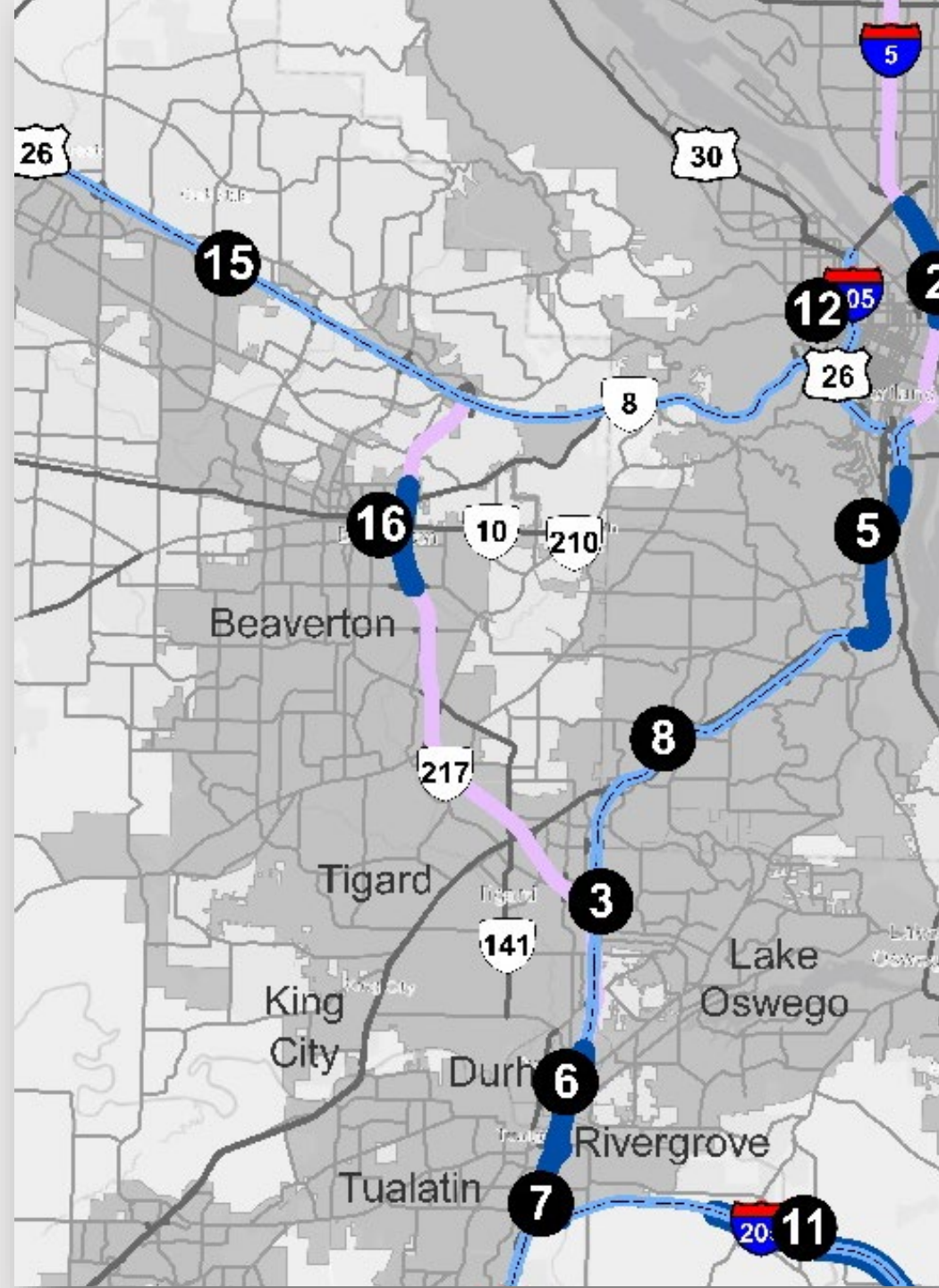
- 14. Powell, SE (I-205 to 174<sup>th</sup>) Multi-Modal Improvements, Phase 2 (11742)
- 15. US 26 (Sunset Highway) Operational Improvements - NEW





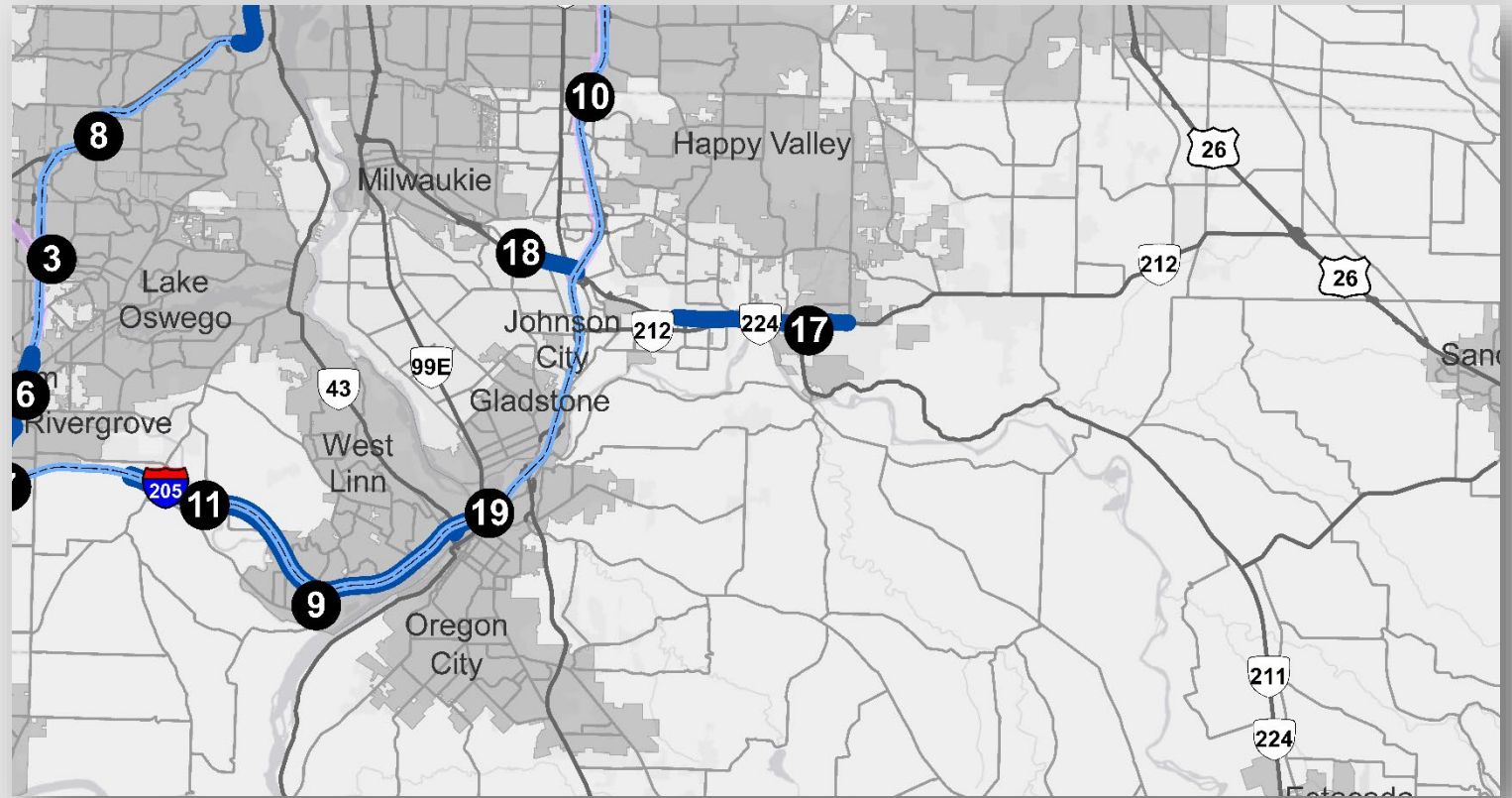
# OR-217 Corridor

16. OR-217 SB Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd (11988)



# OR-212/214 Corridor

- 17. OR-212/224 Sunrise Hwy Phase 2: SE 122<sup>nd</sup> to SE 172<sup>nd</sup> (10890 + 11301)
- 18. OR-224 Milwaukie Expressway Improvements (11350)







# ODOT 2023 RTP Project List

Presentation to TPAC

February 3, 2023