

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 5, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 665293
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2024-27 MTIP – Public Comment Report (Grace Cho)	
9:17 a.m.	Public communications on agenda items	
9:18 a.m.	Consideration of TPAC minutes, April 7, 2023 (<u>action item</u>)	Chair Kloster
9:20 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-53XX (<u>action item, Recommendation to JPACT</u>) Purpose: For the purpose of adding six new congressional directed spending projects to the 2021-2 MTIP allowing preliminary engineering activities to be initiated.	Ken Lobeck, Metro
9:30 a.m.	Carbon Reduction Program – Funding Allocation (<u>action item, Recommendation to JPACT</u>) Purpose: To provide an overview and discuss the staff recommended allocation for the Carbon Reduction Program funds	Ted Leybold, Metro Grace Cho, Metro
10:15 a.m.	2023 Regional Transportation Plan (RTP): Initial system analysis Results and policymaker/public input Purpose: Share draft results from the 2023 RTP system analysis for feedback and discussion.	Kim Ellis, Metro Eliot Rose, Metro
11:15 a.m.	Recommended Projects for Implementing the 2021 Transportation System Management and Operations Plan (TSMO) Strategy Purpose: Share ten new projects that were recommended for TSMO Program Funds through a review process that involved community-based representatives, public agencies and unanimous support by the TransPort Subcommittee	Caleb Winter, Metro Kate Freitag, ODOT A.J. O’Connor, TriMet
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
12:00 p.m.	Adjournment	Chair Kloster

2023 TPAC Work Program

As of 4/21/2023

NOTE: Items in *italics* are tentative; **bold denotes required items**
All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, May 5, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2024-27 MTIP – Public Comment Report (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT</i> (Lobeck, 10 min)• Carbon Reduction Program – Funding Allocation <i>Recommendation to JPACT</i> (Leybold/Cho/, Metro; 45 min)• 2023 RTP: Initial system analysis results and policymaker/public input (Kim Ellis/ Eliot Rose, Metro, 60 min)• Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O'Connor, TriMet; 40 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>TPAC workshop, May 10, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min)• 2023 RTP: Draft system analysis results (Kim Ellis and Eliot Rose, Metro, 90 min)• Annual Transit Agency Budget Process – Updates and Highlights of FY24 (Kelsey Lewis, SMART/ TBD, TriMet; 20 min)• Montgomery Park Streetcar expansion project (Dan Bower, Portland Streetcar, Inc., 20 min)
<p><u>TPAC meeting, June 2, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Cascadia Corridor Ultra High-Speed Ground Transportation program update (Ally Holmqvist) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT</i> (Lobeck, 10 min)• 2023 RTP: Finalizing draft RTP and list of project and program priorities for public review <i>Recommendation to JPACT</i> (Kim Ellis, 90 min)• 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>MTAC/TPAC joint workshop, June 21, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• Climate Smart Strategy Discussion (Kim Ellis/ Eliot Rose, Metro, 60 min.)• 2024 Urban Growth Management Decision: housing market filtering and displacement trends (Ted Reid, Metro, 60 min.)• Construction Career Pathways Overview and Update (Sebrina Owens-Wilson & Andre Bealer, Metro, 45 min.)

<p><u>TPAC meeting, July 7, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT (Lobeck, 10 min)</i> • 2024-2027 MTIP – Adoption Draft <i>Recommendation to JPACT (Cho, 30 min)</i> • 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, July 12, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Freight Commodity Study: Draft Finding (Tim Collins, Metro, 60 min) • Regional Mobility Policy incorporation into the 2023 RTP (Kim Ellis, Metro, 60 minutes) • Draft Transportation System Management & Operations (TSMO) Key Corridors (Caleb Winter, 30 minutes)
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<p><u>TPAC meeting, August 4, 2023</u></p> <p><i>Confirmation on meeting TBD – May be cancelled.</i></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min) • 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min)
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<p><u>TPAC meeting, September 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT (Lobeck, 10 min)</i> • <i>Great Streets Program updates: Final project list (Chris Ford, ODOT; 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, September 13, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)
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<p><u>TPAC meeting, October 6, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
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<p><u>TPAC meeting, November 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Transportation Safety Performance Report (Lake McTighe, 30 min)
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<p><u>TPAC meeting, December 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
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Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)

Agenda and schedule information E-mail: 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: April 27, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (through April 2023)

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 is 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

April FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: AP23-08-APR

Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23421 MTIP ID TBD <i>(New Project)</i>	ODOT	Kellogg Creek Dam Restoration (Clackamas County)	Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.	<u>ADD NEW PROJECT:</u> Add the PE phase with a \$15 million NOAA grant in support of the Kellogg Dam Restoration project and OR99E bridge structure replacement
*** Canceled Project ***				
(#2) ODOT Key # 23425 MTIP ID TBD <i>(New Project)</i>	ODOT	US26: Safety Enhancements at Stone Road (Clackamas County)	<i>At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.</i>	<u>ADD NEW PROJECT:</u> <i>Advance the 2024-27 STIP project by adding the PE phase to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023.</i>
(#3) ODOT Key # 23418 MTIP ID TBD <i>(New Project)</i>	ODOT	Inner Powell Safety Enhancements	The project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.	<u>ADD NEW PROJECT:</u> Advance the 2024-27 STIP project by adding the safety upgrade project to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023

Notes:

- Per ODOT's 4/25/2023 request, Key 23425, the new US26: Safety Enhancements at Stone Road (Clackamas County) project submission has been canceled from the April 2023 Formal Amendment bundle. ODOT has recalled 100% of the project's funding to reallocate to a new program. As a result Key 23425 needs to be canceled from the April 2023 amendment bundle. The April 2023 Formal Amendment bundle will proceed to Council with an approval request for the remaining two projects.
- Approval Status for the February FFY 2023 Formal MTIP Amendment, FB23-06-FEB:
 - TPAC approval date: April 7, 2023
 - JPACT approval date: April 20, 2023
 - Revised bundle to Metro Council approval request: Scheduled for Thursday, May 11, 2023.

Administrative Modifications

There were no administrative modifications to the 202124 MTIP submitted during April 2023.

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday April 7, 2023 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Ellie Gluhosky
Andre Lightsey-Walker
Danielle Maillard
Indi Namkoong
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
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
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Steet Trust
Oregon Walks
Verde
City of Vancouver

Alternates Attending

Jamie Stasny
Sarah Paulus
Dayna Webb
Gregg Snyder
John Serra
Neelam Dorman
Glen Bolen
Danielle Casey

Affiliate

Clackamas County
Multnomah County
City of Oregon City and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Federal Transit Administration (FTA)

Members Excused

Karen Williams
Jasia Mosley
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Ned Conroy

Affiliate

Oregon Department of Environmental Quality
Community member at large
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration

Rian Sallee

Washington Department of Ecology

Guests Attending

Amanda Howell
Ann Ober
Bryan Graveline
Camilla Dartnell
Chris Smith
Dave Roth
Jean Senechal Biggs
Jessica Engelmann
Jessica Pelz
Jonathan Maus
Laura Terway
Matthew Hall
Max Nonnamaker
Nick Fortey
Rye Baerg
Will Farley
Zoie Wesenberg

Affiliate

Oregon Department of Transportation
City of Milwaukie
Portland Bureau of Transportation
Kittelson & Associates

City of Tigard
City of Beaverton
City of Beaverton
Washington County
Bike Portland
City of Happy Valley
WSP
Multnomah County
Federal Highway Administration
Oregon Department of Transportation
City of Lake Oswego
WSP

Metro Staff Attending

Alex Oreschak, Andrea Pastor, Caleb Winter, Clint Chiavarini, Connor Ayers, Dan Kaempff, Daniel Audelo, Eliot Rose, Grace Cho, Grace Stainback, Jodie Kotrlik, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Molly Cooney-Mesker, Noel Mickelberry, 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. A reminder was given to let us know if, as alternate member attending in place of a member to be placed as a panelist. 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

- **Announcement of Chris Deffebach (Washington County), TPAC & MTAC member retirement** (Chair Kloster) Chair Kloster announced that Chris Deffebach, TPAC member from Washington County, was retiring at the end of April. Photos from Metro work years were shared. Members of TPAC and staff acknowledged the project work and regional efforts that were provided with best wishes for retirement. Ms. Deffebach thanked everyone for their comments.

- **Updates from committee members around the region** (Chair Kloster)
 - Chris Ford noted a letter sent from ODOT that was to be included in the April 19 MTAC/TPAC workshop packet. This addresses further suggested changes, edits and input on the RTP Chapter 3. The committee was encouraged to read the letter and add comment at the workshop meeting.

- Neelam Dorman announced the Institute of Transportation Engineers (ITE) Annual Meeting Conference in Portland, held at the Oregon Convention Center August 13-16. The theme for the conference is Connecting People and Communities. Information on registration, the conference program and membership was shared with links in chat: ITE conference: <https://www.iteannualmeeting.org/>
ITE Planner 2023 Free Membership: <https://www.ite.org/membership/transportation-planning-professionals/>
- Tara O'Brien announced the Better Red Project is underway. MAX service disruption will be happening between Lloyd and Gateway due to construction. Information on this can be found via this link shared: Upcoming MAX service disruptions to be aware of starting April 16th: <https://trimet.org/alerts/apr2023/index.htm> The TriMet budget proposes to restore some service closer to pre-pandemic levels. More hours of service will begin in summer and fall.
- Eliot Rose announced information on the Climate Pollution Reduction Grants program from the Environmental Protection Agency. This two-staged grant program provides funding of \$250 million for noncompetitive planning grants, with \$3 million allocated to Oregon and \$1 million to Metropolitan Statistical Area (not quite aligned to Metro's boundaries). Through recent listening sessions with EPA, Metro staff and partners have gained information on the eligibility, grant requirements and timelines to work on coordination for aligning resources in which to apply. The link for information was shared in chat: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants> The committee is encouraged to contact Mr. Rose for further information.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted from the end of February 2023 through March 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal crash report for Clackamas, Multnomah and Washington Counties was provided. There have been 16 fatalities since the last report to TPAC; 32 traffic fatalities in 2023 in Clackamas, Multnomah and Washington Counties. Nearly half pedestrians (15), 1 motorcycle, no bicycle crashes. 13% Clackamas, 50% Multnomah, 34% Washington. Statewide - 117 traffic fatalities: 74% vehicle occupants, 22% pedestrians. 2 bicycle, 3 motorcycle. A podcast link from BikePortland was shared on why reading names of crash victims matter: <https://bikeportland.org/2023/03/23/why-reading-names-of-crash-victims-matters-371804>

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from March 3, 2023

Minutes from TPAC March 3, 2023 were approved by majority vote of the committee.

Abstaining: Chris Ford and Jaimie Lorenzini

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5325 (Ken Lobeck, Metro) As presented, the April FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains three projects. All three are new projects being added to the 2021-24 MTIP. The Clackamas County Kellogg Dam Restoration project involves

adding the Preliminary Engineering phase to the 2021-24 MTIP based on a \$15 million National Oceanic and Atmospheric Administration (NOAA) fish passage restoration grant which includes bridge structure/replacement work to OR99E/SE Mcloughlin Blvd over Kellogg dam. The two remaining projects represent 2024-27 STIP projects being advanced to FFY 2023 to add the PE. This will allow both to initiate the PE phase early. These projects are the US26: Safety Enhancements at Stone Road (Clackamas County) and Inner Powell Safety Enhancements.

MOTION: To provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021- 24 MTIP.

Moved: Jaimie Lorenzini

Seconded: Chris Ford

ACTION: Motion passed unanimously.

2023-24 Unified Planning Work Program (UPWP) Resolution 23-5317 (John Mermin, Metro) The presentation of the proposed 2023-24 Unified Planning Work Program (UPWP) included highlights of changes from TPAC input and 3/6 Interagency Consultation.

- Added new project narratives for Washington County’s Council Creek Trail and Portland’s I-5 Rose Quarter Reconnecting Communities Grant
- Clarified TriMet is planning for service upgrades for both bus and MAX as part of Forward Together 2.0
- Clarified status of SW Corridor to “positioning project for federal funds” and that FTA grant for Equity Development Strategy is source of funding in FY23-24
- Pushed back expected starting date of First & Last Mile study, reduced budget to be spent in FY2023-24, and clarified that focus is “suburban” not “rural” and the work will build on local plans
- Safe Streets For All (SS4A) Grant milestones added and corrected, with project IGAs and kick-off moved from Q4 to Q1
- Clarified that Better Bus program will conduct systemwide analysis to consider integration of future FX corridors into the transit system
- Moved map of region from appendix to Metro Overview section
- Clarified discussion of regional boundaries
- Clarified that Regional Transportation Functional Plan will be updated in response to CFEC and 2023 RTP in Transportation Planning narrative
- Specified specific pollutants being tracked and provided hyperlink to SIP (State Implementation Plan) in Air Quality Program narrative.
- Changed "personal" to "personnel" services in budget tables for ODOT and locally led projects
- Updated budgets in Metro led projects to reflect approved budget
- Clarified how much of the Sunrise Gateway visioning project budget expected to go to consultants

Comments from the committee:

- Karen Buehrig recommended that from page 14 of the description of different boundary maps followed by the map page that urbanized area boundaries was hard to find. It was recommended to check that all areas described are shown on the map with names that match.
- Chris Ford and Chris Deffebach acknowledged the incorporation of input from jurisdictions and agencies, the adequate time for review, and formatting of the document easier to read.
- Lynda David noted the Southwest Washington Regional Transportation Council will make its recommendation of their UPWP to their Board at the April meeting, with adoption passed at their May 2 Board meeting.

MOTION: Approve Resolution No. 23-5317 adopting a UPWP for the Fiscal Year 2023-24 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

Moved: Chris Deffebach

Seconded: Tara O'Brien

ACTION: Motion passed unanimously.

Carbon Reduction Program – Introduce Allocation Proposals (Ted Leybold & Grace Cho, Metro) Mr. Leybold provided background information on where investment funds from the Bipartisan Infrastructure Law (BIL) were formulated and allocated, with Federal objectives and requirements. Carbon Reduction Program (CRP) Funds allocated statewide for Oregon total \$29.8M. Currently we are in the development of allocation period, coordinating with the State, evaluating options to policy direction and selecting priority investments.

For the CRP in the Portland region the opportunity to implement the Climate Smart Strategy could provide an estimated \$18.8 million (5-year total) funding investment to carbon reduction projects and implementation. CRP proposed investment areas are strategies for transit, active transportation, and system management and operations.

Draft options were developed considering federal policy and administrative direction, Climate Smart investment priorities and stakeholder input.

Package A: Transit Corridors and Electric Bike

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Electric Bike program (\$3M)

Package B: Transit Corridors and Safe Routes to Schools

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Safe Routes to Schools (\$3M)

Package C: Transit Corridors and Active Transportation

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Active Transportation (\$3M)

Package D: RFFA – next rated projects

MLK Jr. Blvd (\$5.33M)

Tigard to Lake Oswego Trail (\$.245M)

7th Avenue (\$10.69M)

Fanno Creek Trail (\$.5M)

Allen Blvd (\$.22M)

Next steps were outlined toward Carbon Reduction Program Funds Allocation recommendation and Metro Council adoption.

Comments from the committee:

- Indi Namkoong asked where investments land for Safe Routes to Schools vs Active Transportation in packages B & C. It was noted that programs are not just about cost but infrastructure. Safety issues for cyclists and pedestrians was noted.
- Danielle Maillard noted support for active transportation rather than Safe Routes to School because of feedback received from families with the program. More active transportation programs provide safer ways for students to get to school. The larger investment with active transportation would help reduce dependency on vehicle modes.
- Mike McCarthy asked about the Active Transportation and SRTS budgets, if these were federal dollars with full federal requirements and processes or include local dollars to help get projects done. Mr. Leybold noted they are federal dollars because of the size of the funding buckets. We can look at opportunities to include local programming but can't promise that at this point.
- Chris Deffebach asked for a small amendment to the TV Highway description that if the TV Highway project has not been approved to enter FTA Small Starts Project Development by the time the funds need to be obligated in 2024, the funds will be repurposed to support safety and transit along TV Hwy.

It was asked to hear more about the overhead and policy costs needed with the ebike program with further information on what's involved with the program. More information is needed with the fund exchange for small projects as noted by Mr. McCarthy. Another option for consideration is allocating funds to TransPort (a TPAC subcommittee) to help develop grants and funding. Their main focus of work is on ITS programs that support Active Transportation and transit to help on safety issues. They also have programs that reflect jurisdictional coordination with technology.

- Jay Higgins agreed on the focus to transit support that were identified from climate smart strategies. There is concern about directing ITS funds from money that should be to carbon reduction and reducing VMT. It was asked what the \$1.8 million meant regarding implementation and communications. Mr. Leybold noted there are requirements from the program that need resources to support implementation of the Climate Smart Strategy. This includes elements such as development of emission forecasting tools, analysis and reporting on progress in reducing emissions, and technical support to local agencies for development of planning and policy at the local level.
- Jaimie Lorenzini noted concern about line 33 <https://trimet.org/schedules/r033.htm> that refers to transit signal priority, where some are called out in the tolling environmental assessment funds for proposed mitigation. It was felt our region should not be setting a precedent for funding that could potentially be funded through ODOT condition of tolling before we head into the large RMPP. It was noted TriMet has submitted a conditional spending request for funding on line 33. There is concern about duplicating funding if that earmark is awarded. Was it possible to expand the one item regarding line 33 restricted to transit signal priority or flexibility to do complimentary amendments.

Mr. Leybold noted line 33 emerged as trying to be responsive with several policy directives received in the past few months. It was emphasized in terms of having system operations priority to reduce carbon emission. Past implementation of the transit signal system on Division Rapid Transit project has shown the opportunity to expand this systemwide working on further corridors. Metro is aware TriMet is working to potentially get an earmark funding in this

corridor but unknown if any or partial funding will happen. The description explains where additional funds available for further expansions could be applied.

Ms. Lorenzini noted concern about offering to fund what has been identified as potential I-205 tolling mitigation and having our region set a precedent with conditions of tolling when ODOT should be responsible for that. If the precedent is set now how would this play out in the larger Mobility Pricing Project? With TriMet asking for funding to deliver the project from possible Federal investment, it was suggested to keep possible extra funds flexible for the time being and constrained line 33 project. The description is vague on specific lines and corridors if re-allocating funds if available.

- Chris Ford shared a link in chat for small urban and rural areas funding from Carbon Reduction Program. Doesn't apply within the MPO area, but please share with your networks where that may apply: <https://www.oregon.gov/odot/climate/Pages/CarbonReductionProgram.aspx> The climate smart implementation discussion was good. It was expected JPACT would request more details about funds and allocations with more specific funding levels. The proposal to have Transport make recommendations of funds available on technical priorities and investments is supported. It was suggested to have language from TV Highway on safety improvements as priorities included in the 82nd Avenue and McLoughlin projects.
- Tara O'Brien noted that programs direct actions to reduce carbon emissions and focus on projects we know will reduce carbon emissions and VMT. TriMet supports programs that focus on transit access and transit safety with these actions. Referring to discussion on line 33 and McLoughlin, TriMet could support about this that really focused on access to transit and transit priority improvements in the description. It was suggested swapping out in packet C some active transportation elements shown elsewhere for funding with access to transit or TransPort programs as discussed. More information on what the \$1.8 million to Metro meant regarding implementation and communications was asked.
- Karen Buehrig noted heard from the committee and materials the transformative investments. It was noted these transformative investments look differently in each county and it's important to recognize this. It was agreed that edits can be made to the descriptions of the McLoughlin Corridor project because it's important to invest in different areas of the county and to be clear these investments are for that corridor.

On page 5 of the memo under "Line 33 - McLoughlin Corridor Transit Signal Priority", the last sentence was suggested to read "Any remaining funds may also be used on small capital stop amenities or safe access elements in the corridor and access to transit." This would better show the amount of funding that goes to the corridor.

Clackamas County supports packages A, B, and C but not package D failing to show ability to invest across the region. There is support of the High Capacity Transit and work being done with this on the 82nd Avenue project but there is still work to be done to fill the gap in the description of TV Highway and 82nd Avenue. It was noted the description says \$5 million of what will be needed of \$20 million. This gap funding has yet to be found and committed to the project.

Instead of projects with active transportation and Safe Routes to Schools with small amounts from Federal dollars, it was suggested to use extra funding for technology when broader transit signal systems were needed and be implemented through Transport. The County is interested

in ways to support electrification systems and infrastructure needed with electric buses and vehicles when done comprehensively and throughout the region.

- Ellie Gluhosky appreciated the focus on transit in discussions as one of the proven methods to reduce carbon emissions. It was noted TriMet lacked funds from fares and is actively trying to increase fares now. One of the ways we use transit as a tool to reduce emissions is also by ensuring transit is broadly acceptable and affordable in our communities. People will not be able to experience benefits if fares are being increased. There needs to be more dedicated funding to operations in general, specifically in subsidizing fares so community members can reap the benefits of expanding corridors.

It was asked how impactful the idea of fare subsidy would be for youth specifically. Ms. Gluhosky noted I think ensuring that all youth in our area (not just Portland Public school students) have access to free transit is so essential since they are a huge demographic of transit-dependent people in our community. The fact that youth fare is also set to be increased in the current proposal at TriMet is unacceptable.

- Chris Deffebach noted a transport/TSMO oriented allocation could pick up the language from McLoughlin "used on systemic TSP development needs or development of additional TSP corridors with high emission reduction potential" along with safety /access.
- Eric Hesse appreciated the options presented. The City of Portland agrees on the preferred A-C packages. The trade offs between Federal dollars in projects will need further discussion. Safety and access to transit investments are supported. The E-bike program included with investments was appreciated. The link to the state bill where e-bike incentives is included was provided to the committee in chat:
<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/HB2571/A-Engrossed>
- Tara O'Brien noted investing in transit priorities is one the best ways we can increase our transit ridership potential and why this is such an important priority with these funds. It was acknowledged that the TV Highway and 82nd Avenue projects had a gap of funds needed to complete. TriMet is actively looking for other funds for project development to advance these projects and committed to advance them in their entirety. A brief description of the requirements and limitations with operating funds was provided and why challenging to be used for certain programs such as community funds.
- Jaimie Lorenzini suggested that language be included in regard to line 33 improvement funding to exclude mitigation proposed to be funding through the I-205 toll project environmental assessment. It was requested to staff to provide high level takeaways from this discussion.

2024-2027 Metropolitan Transportation Improvement Program (MTIP) – Performance Evaluation

Results and Public Comment (Grace Cho, Metro) An overview of the results and draft findings for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) evaluation was provided. The requirements and implementations of the MTIP was reviewed. The performance evaluation was reviewed. The performance evaluation of the 2024-2027 MTIP provides information about how the near-term investment program is consistent and makes progress towards goals and outcomes identified in the RTP.

A brief summary of the 2024-2027 MTIP performance evaluation results are provided in Tables 2-7 (Page 89 of the packet) and organized by analysis approach. Note, the draft 2024-2027 MTIP

investment profile evaluated and summarized in the following sections represents the draft 2024-2027 MTIP as of January 2023 and does not reflect additions and changes reflected in the 2024-2027 MTIP public review draft. The 2024-2027 MTIP investment package evaluated represents approximately \$1.4 billion of transportation projects over the next four years across 108 transportation projects and programs.

The 2024-2027 MTIP makes very minimal progress towards the 2018 RTP priorities of equity, safety, climate, and mobility. In some individual areas, the 2024-2027 MTIP investment package performs slightly better, but generally, the limited number of capital investments primarily focused on community-oriented projects constrains the ability to have region-wide impacts across the transportation system.

Highlights from the draft findings included:

- The 2024-2027 MTIP invests more into preservation and maintenance than compared to previous cycles and ultimately working towards addressing federal asset management performance targets.
- Overall, progress towards the region's transportation priorities is hard to make without large scale regional capital investments. Those larger capital investments are necessary and to have region-wide impacts. In addition, the usual assortment of complimentary smaller scale, community-oriented capital projects to the large scale capital investments combine to contribute to greater performance and progress.
- Despite a limited capital investment profile, the transportation projects and programs focused those limited dollars in serving marginalized communities.
- The 2024-2027 MTIP invests less in safety as compared to the 2021-2024 MTIP. This lesser investment speaks to numerous competing priorities for the transportation system, but is not a positive sign as region's crash rates continues to move in the opposite direction of the Vision Zero target.
- While the 2024-2027 MTIP investments contribute to a marginal reduction in greenhouse gas emissions, the level is not nearly enough to mitigate the trajectory of the current climate crisis.

The public comment period for the 2024-2027 MTIP is from Wednesday April 5th to Friday May 5th, 2023. The committee will be briefed on results at the May meeting.

Comments from the committee:

- Lewis Lem noted that without a major capital investment project the needle doesn't seem to move a huge amount. It was noted that network connections from smaller lines connected to major networks could be leveraged for investments. Ms. Cho noted the projects mentioned such as package deliveries on network systems were not the focus with the MTIP projects and evaluations. Regional scale investments are necessary to make greater gains towards RTP goals and federal performance targets. Looming large scale capital investments are coming in the near-term which will work toward network connections.
- Tara O'Brien noted for confirmation that the Better Red project for transit is a major capital investment and in the MTIP with construction through 2024. This would be included in the analysis, correct? Ms. Cho and Thaya Patton noted they are in both scenarios (build and no build).
- Eric Hesse appreciated the challenges of evaluating performances and outcomes. It was noted the MTIP is focused on capital investments and how this might play out with other investments

and regional strategies for expected results. It was noted the challenge of a 4-year package working with 20-year goals. It was suggested interim targets could help. It was noted that smaller projects could be included in the modeling and incorporated with larger projects from RTP and other advancing projects being developed. Ms. Cho added comparisons and matching cycles between the RTP and MTIP are being planned for better tracking and analysis.

- Karen Buehrig noted the short period of time to review, with looking at the analysis and how this can be improved during this time. Investments made across time is difficult. Within this investment period there are types of investments that existed in the last cycle. It was noted that building transportation projects takes time and challenging to show investments made across time reflected in analysis adequately.
- Tara O'Brien noted the impacts to transit and transit service in the build and no build scenarios was confusing in how it was presented. The 2027 build and capital investments being made now will show significant change with progress. It was noted that edits to TriMet asset management reported in the packet might be suggested. Follow up on this will be made directly to Ms. Cho.

2023 Regional Transportation Plan (RTP): Call for Projects Submissions Status, Draft RTP Project List and Next Steps (Kim Ellis, Metro)

An update on the status of 2023 Regional Transportation Plan (RTP) Call for Projects submissions was provided. Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and JPACT.

Information was presented on investments by category for a total of \$73.3 billion in year of expenditures dollars. Capital project cost by investment category – draft constrained list was shown. The investments were presented by project categories, capital spending by location, and by map. It was noted a public survey has been launched for public comments through May 1.

<https://metroquestsurvey.com/ly48e>

A brief overview of the High-Level Project List Assessment was provided. It was noted this would be presented with the more detail at the April 19 MTAC/TPAC workshop. Ms. Ellis highlighted May 24 when letters of endorsement from governing bodies and project list refinements are due.

Comments from the committee:

- Eric Hesse appreciated all the materials and how the I-5 Interstate Bridge Replacement Program and I-5 Rose Quarter Project were presented as separate capital investments because of the size of the projects. Some project investments may be presented with different percentages than shown. Ms. Ellis noted the information can be shown in multiple ways. The initial materials are being developed further. From current engagement and survey results, information will be given to the committee at the May 5 meeting and May 10 workshop.

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

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:02 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 7, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/7/2023	4/7/2023 TPAC Agenda	040723T-01
2	2023 TPAC Work Program	3/30/2023	2023 TPAC Work Program as of 3/30/2023	040723T-02
3	Memo	3/29/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (from the end of February 2023 through March 2023)	040723T-03
4	Draft Minutes	3/3/2023	Draft minutes from March 3, 2023 TPAC meeting	040723T-04
5	RESOLUTION NO. 23-5325	N/A	Resolution No. 23-5325 FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ADD THREE NEW PROJECTS TO THE MTIP ALLOWING THEM TO INITIATE PRELIMINARY ENGINEERING AND MEET FUTURE FEDERAL DELIVERY REQUIREMENTS	040723T-05
6	Exhibit A to Resolution 23-5325	N/A	Exhibit A to Resolution 23-5325	040723T-06
7	Staff Report to Resolution 23-5325	03/29/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: April FFY 2023 MTIP Formal Amendment & Resolution 23-5325 Approval Request	040723T-07
8	RESOLUTION NO. 23-5317	N/A	Resolution No. 23-5317 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2023-24 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	040723T-08
9	Exhibit A to Resolution 23-5317	N/A	Exhibit A to Resolution 23-5317/ 2023-24 Draft Unified Planning Work Program (UPWP)	040723T-09
10	Staff Report to Resolution 23-5317	3/31/2023	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Draft 2023-24 Unified Planning Work Program (UPWP)	040723T-10
11	Presentation	4/7/2023	2023-24 Unified Planning Work Program	040723T-11
12	Memo	3/31/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner - Metro Ted Leybold, Resource Development Manager – Metro RE: Carbon Reduction Program – Proposal Package Options for Allocation - Overview	040723T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Memo	3/31/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP – Performance Evaluation Results Summary and Public Comment Period	040723T-13
14	Memo	3/31/2023	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 RTP Call for Projects: Submissions Status and Next Steps	040723T-14
15	Memo	3/31/2023	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 RTP Update: Status Report and Next Steps	040723T-15
16	Attachment 1	3/30/2023	Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees’ Discussions and Actions for 2023	040723T-16
17	Attachment 2	3/31/2023	DRAFT 2023-2045 PROJECT LIST 2023 RTP Constrained Project List	040723T-17
18	Attachment 3	3/31/2023	2023 RTP High-level Assessment Methodology	040723T-18
19	Attachment 4a	3/23/2023	Draft Constrained Project List - 2023-2030	040723T-19
20	Attachment 4b	3/23/2023	Draft Constrained Project List - 2031-2045	040723T-20
21	Attachment 4c	3/23/2023	Draft Strategic Project List - 2031-2045	040723T-21
22	Memo	3/31/2023	TO: TPAC and interested parties From: John Mermin, Metro RE: 2023 Regional Transportation Plan (RTP) – Summary of edits to the RTP network Maps	040723T-22
23	Slide	4/7/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	040723T-23
24	Presentation	4/7/2023	April 2023 Formal MTIP Amendment Resolution 23-5325	040723T-24
25	Presentation	4/7/2023	UPDATED: 2023-24 Unified Planning Work Program	040723T-25
26	Presentation	4/7/2023	Carbon Reduction Program – Investment Options Review	040723T-26
27	Presentation	4/7/2023	2024-2027 MTIP Performance Evaluation Results & Draft Findings	040723T-27
28	Presentation	4/7/2023	2023 Regional Transportation Plan RTP Call for Projects: Project List Update	040723T-28

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING SIX NEW)	RESOLUTION NO. 23-53XX
CONGRESSIONAL DIRECTED SPENDING)	
PROJECTS TO THE 2021-24 MTIP)	Introduced by: Chief Operating
ALLOWING PRELIMINARY ENGINEERING)	Officer Marissa Madrigal in
ACTIVITIES TO BE INITIATED)	concurrence with Council President
)	Lynn Peterson

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

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

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

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

WHEREAS, approval by Congress of the Consolidated Appropriations Act, 2023 (CAA2023) includes multiple Congressional Directed Spending (CDS) project authorizations for Oregon which six are now moving forward to complete MTIP and STIP programming requirements; and

WHEREAS, approved funding for two CDS projects originate from the Allocation of Highway Infrastructure Programs Projects designated in Division L of the CAA2023 Act with the remaining four originating from Table 20 of the Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending section; and

WHEREAS, the six approved CDS funding awards include \$3,200,000 for the ODOT OR141- Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce, \$2,332,000 for the ODOT Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area, \$3,000,000 for TriMet's 82nd Ave MAX Station Improvement Project, \$5,000,000 for TriMet's Merlo Bus Garage Zero Emission Retrofit, \$5,000,000 for TriMet's Oregon City Transit Center renovation project, and \$2,000,000 for TriMet's Willamette Shore Line Rail & Trestle Repair project; and

WHEREAS, ODOT, Metro, plus TriMet have been seeking and obtaining for over six months programming, obligation, and expenditure guidance from Federal Highways Administration and Federal Transit Administration and now believe the six CDS awards can move forward to be implemented and efficiently delivered; and

WHEREAS, the programming of the six CDS awards in the MTIP and STIP in FFY 2023 will help accelerate required obligations and overall project delivery ensuring awarded funds are obligated by the deadline of September 30, 2025 and expended by September 30, 2023; and

WHEREAS, the specific programming requirements to add the six projects to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on May 5, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 18, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the six Congressional Directed Spending approved projects in the May 2023 Formal MTIP Amendment to 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

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-53XX

May FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MY23-09-MAY
 Total Number of Projects: 6

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD New Project	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD New Project	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

<p>(#3) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet Merlo Bus Garage Zero Emission Retrofit</p>	<p>This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#4) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet 82nd Ave MAX Station Improvement Project</p>	<p>The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#5) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet Oregon City Transit Center</p>	<p>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>

(#6) ODOT Key # TBD MTIP ID TBD New Project	TriMet	Willamette Shore Line Rail & Trestle Repair	The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
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Proposed Amendment Review and Approval Steps:

- Tuesday, May 2, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, May 5, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, May 18, 2023: JPACT meeting.
- Wednesday, May 31, 2023: End 30-day Public Comment period.
- Thursday, June 1, 2023: Metro Council meeting (proposed – tentative).
- Wednesday, June 7, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals.
- Early to mid-July 2023: Final project amendment approvals from FHWA estimated.

2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



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

**MTIP Formal Amendment
ADD NEW PROJECT**
Add the new Congressional Directed Spending project to the MTIP

Lead Agency: ODOT		Project Type:	Trail	ODOT Key:	23428
Project Name: I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	1	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bike/Ped	Status:	0
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	N/A	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	N/A
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	N/A	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	CDS Earmark	TSMO Cycle	N/A
		Funding Type:	HIPCDS23	RFFA ID:	N/A
		State Highway Route	I-84	RFFA Cycle:	N/A
		Mile Post Begin:	18.33	UPWP:	No
		Mile Post End:	18.51	UPWP Cycle:	N/A
		Length:	0.18	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
STIP Amend #: 21-24-3308			MTIP Amnd #: MY23-09-MAY		

Detailed Description: In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access

Last Amendment of Modification: None. This amendment represents the project's initial programming in the mTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 233,200				\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919			\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881	\$ 2,071,881
Note:							Federal Totals:	\$ 2,332,000

State Funds								
HB2017	S070	2023		\$ 26,691				\$ 26,691
HB2017	S070	2024			\$ 3,081			\$ 3,081
HB2017	S070	2024					\$ 237,136	\$ 237,136
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 266,908

Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908	\$ -	\$ 2,598,908
							Total Project Cost Estimate (all phases):	\$ 2,598,908
							Year of Expenditure Cost Amount:	\$ 2,598,908

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ 266,908
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR211
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 adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, FLAP Project Summary including support letters, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and Sandy Rover Delta overview, and project location maps.

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? May 2, 2023 to May 31, 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? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. The multi-use trail has a recreational use component and is not part of the Metro Pedestrian or Bicycle networks
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: Not applicable. The project is considered a recreational trail and not part of the Metro Bicycle and Pedestrian commuter trail modeling networks.
1B	RTP Project Description: N/A. Since the project is not funded by Metro and is outside of the RTP commuter trail networks, it is not subject to the standard RTP consistency checks. The new multi-use trail will support recreational needs in the Sandy River Delta natural area.
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 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A.
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Jordan Rd is located adjacent to I-84 which is designated on the NHS as part of the Eisenhower Interstate System
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? Not applicable.

Fund Type Codes References	
HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package		10.27%	26,690.78	0.00%	0.00	100.00%	26,690.78	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	233,200.00	100.00%	233,200.00	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	259,890.78		233,200.00		26,690.78		0.00
RW	S070	HB2017 Funding Package		10.27%	3,081.00	0.00%	0.00	100.00%	3,081.00	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	26,919.00	100.00%	26,919.00	0.00%	0.00	0.00%	0.00
	RW Totals			100.00%	30,000.00		26,919.00		3,081.00		0.00
CN	S070	HB2017 Funding Package		10.27%	237,136.05	0.00%	0.00	100.00%	237,136.05	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	2,071,881.00	100.00%	2,071,881.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	2,309,017.05		2,071,881.00		237,136.05		0.00
Grand Totals					2,598,907.83		2,332,000.00		266,907.83		0.00



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

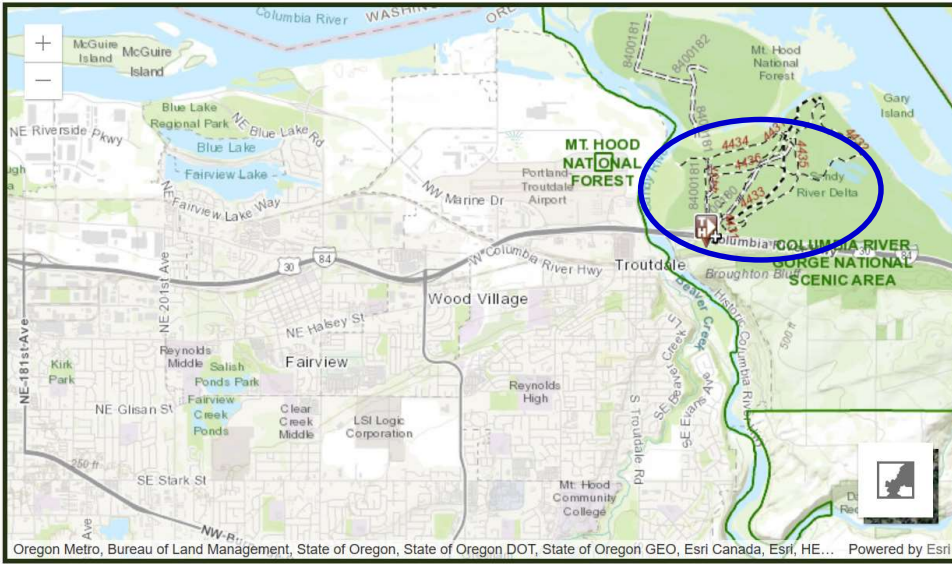
In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

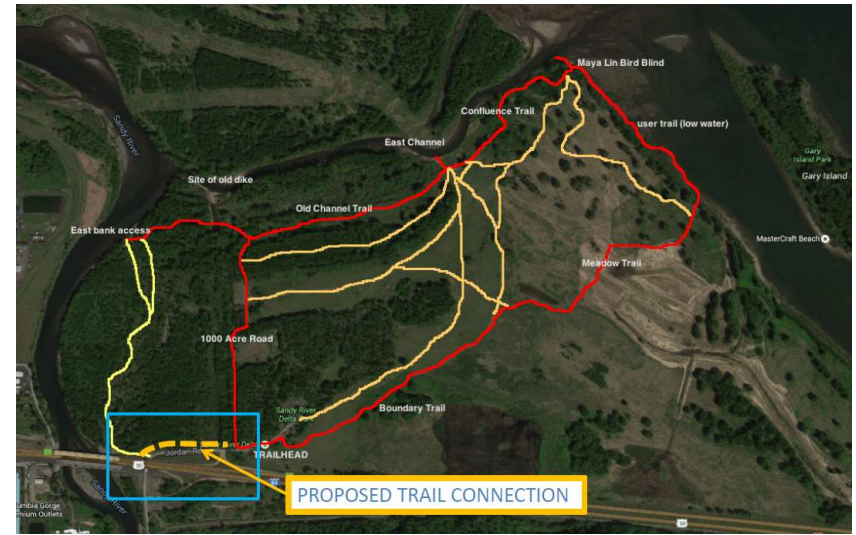
To: Brian R. Bezio
Chief Financial Officer

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

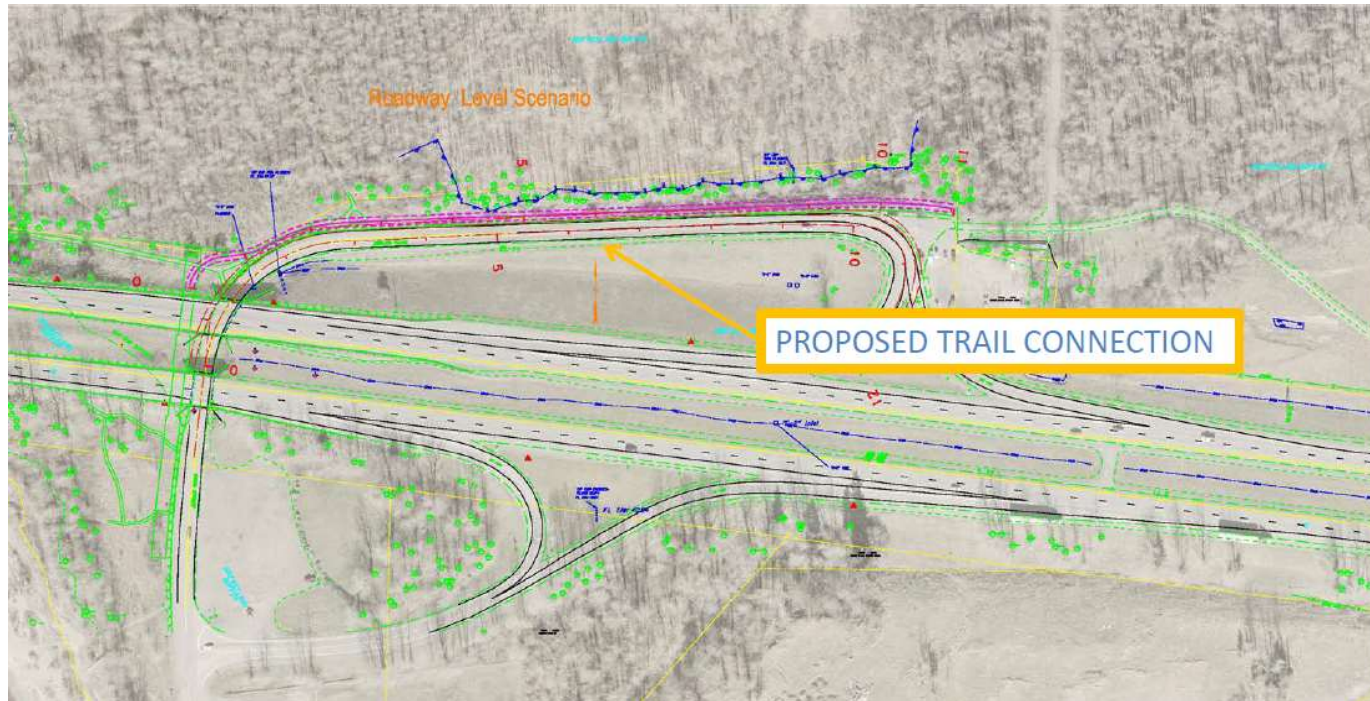
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project <i>*See Note 1</i>	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HE... Powered by Esri



PROPOSED TRAIL CONNECTION



PROPOSED TRAIL CONNECTION

2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



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

**MTIP Formal Amendment
ADD NEW PROJECT**
Add the new Congressional Directed Spending project to the MTIP

Lead Agency: ODOT		Project Type:	Trail	ODOT Key:	22647
Project Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	2	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bike/Ped	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	N/A	Comp Date:	12/31/2026
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	N/A	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	CDS Earmark	TSMO Cycle	N/A
		Funding Type:	HIPCDS23	RFFA ID:	N/A
		State Highway Route	OR141	RFFA Cycle:	N/A
		Mile Post Begin:	3.84	UPWP:	No
Mile Post End:	4.41	UPWP Cycle:	N/A		
Length:	0.57	Past Amend:	0		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:	6/1/2023		
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
STIP Amend #: 21-24-3308			MTIP Amnd #: MY23-09-MAY		

Detailed Description: On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)

STIP Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Last Amendment of Modification: None. This amendment represents the project's initial programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 942,165				\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402			\$ 564,402
HIPCDS23	Y926	2024					\$ 1,693,433	\$ 1,693,433
Note:							Federal Totals:	\$ 3,200,000

State Funds								
HB2017	S070	2023		\$ 107,835				\$ 107,835
HB2017	S070	2024			\$ 64,598			\$ 64,598
HB2017	S070	2024					\$ 193,821	\$ 193,821
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 366,254

Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254	\$ 3,566,254
							Total Project Cost Estimate (all phases):	\$ 3,566,254
							Year of Expenditure Cost Amount:	\$ 3,566,254

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ 366,254
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR216
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 adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and project location maps.

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? May 2, 2023 to May 31, 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? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6	Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No.
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

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

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. OR141 is not identified as part of the NHS.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. See below in 2B
2B	<p>What is the Metro modeling designation? See below entries:</p> <ul style="list-style-type: none"> - Motor Vehicle: Minor Arterial - Transit Network: Frequent Bus - Bicycle Network: Bicycle Parkway - Pedestrian Network: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	DISCRETIONARY	2021-2024 STIP	2023		942,165.00	942,165.00	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2023		107,835.00	0.00	107,835.00	0.00	
	PE Totals				1,050,000.00	942,165.00	107,835.00	0.00	
RW	DISCRETIONARY	2021-2024 STIP	2024		564,401.70	564,401.70	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		64,598.30	0.00	64,598.30	0.00	
	RW Totals				629,000.00	564,401.70	64,598.30	0.00	
CN	DISCRETIONARY	2021-2024 STIP	2024		1,693,433.30	1,693,433.30	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		193,821.02	0.00	193,821.02	0.00	
	CN Totals				1,887,254.32	1,693,433.30	193,821.02	0.00	
OT	DISCRETIONARY	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	OT Totals				0.00	0.00	0.00	0.00	
Grand Totals					3,566,254.32	3,200,000.00	366,254.32	0.00	



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply
 Refer to: HISM-40

From: Peter J. Stephanos /s/
 Director, Office of Stewardship, Oversight, and Management

To: Brian R. Bezio
 Chief Financial Officer

 Division Administrator

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon						41,380,686	40,440,686

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



**Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add the new approved earmark to the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet Merlo Bus Garage Zero Emission Retrofit	3	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description:
This project completes the first phase of a retrofit of TriMet’s Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). It also supports adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region, expands charging infrastructure and retrofiting of the maintenance facility as a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs. (approved earmark - Community Project Funding , Congressional Directed Spending December 2022 Appropriations Bill)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 1,500,000				\$ 1,500,000
CPFCD22	Y926	2023				\$ 2,000,000		\$ 2,000,000
CPFCD22	Y926	2023					\$ 1,500,000	\$ 1,500,000
Programming phases in FFY 2023 to support TrAMS grant application							Federal Totals:	\$ 5,000,000
State Funds								
State STIF (TriMet)	Match	2023		\$ 375,000				\$ 375,000
State STIF (TriMet)	Match	2023				\$ 500,000		\$ 500,000
State STIF (TriMet)	Match	2023					\$ 375,000	\$ 375,000
							State Total:	\$ 1,250,000
Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$	-
Phase Totals After Amend:	\$	-	\$ 1,875,000	\$	-	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Total Project Cost Estimate (all phases):							\$	6,250,000
Year of Expenditure Cost Amount:							\$	6,250,000

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Phase Change Percent:	0%	100%	0%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 375,000	\$ -	\$ 500,000	\$ 375,000	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	20.0%	20.0%

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 Obligation will be through FTA's TrAMS grant application process
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 adds the new project for TriMet to the MTIP with approved earmark for the Merlo Garage Renovation as approved in the December 2022 Appropriations Bill under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved FFY 2022 Appropriations Bill, Congressional Directed Spending earmark list, December 20, 2022 Senate Congressional Record, Vol 168, Number 198, Book III, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 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? Not anticipated. 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 project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
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 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
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 #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project 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

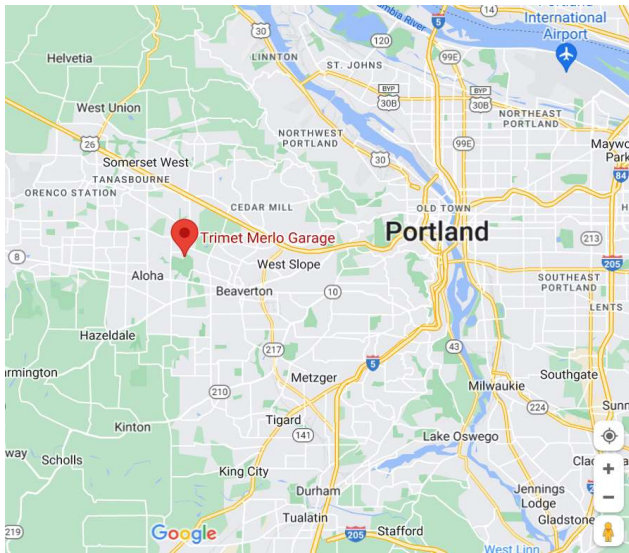
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded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

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? 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

CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds





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No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for certain non-

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
[Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



**Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new approved earmark to the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet 82nd Ave MAX Station Improvement Project	4	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #:	TBD	MTIP Amnd #:	MY23-09-MAY

Detailed Description: This project implements phase 1 of the rehabilitation recommended in TriMet’s Blue Line Station Rehabilitation (BLSR) project. This project will make critical station improvements to TriMet’s 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria. (FY23 Community Project Funding/Congressionally Directed Spending, DEMO ID OR 209, CAA2023)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
HIPCPC23	Y926	2023	\$ -	\$ 532,924	\$ -			\$ 532,924
HIPCPC23	Y926	2023				\$ 2,467,076		\$ 2,467,076
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 3,000,000

State Funds								\$ -
							State Total:	\$ -

Local Funds								
Local	Match	2023	\$ -	\$ 133,231	\$ -			\$ 133,231
Other	OTH0	2023		\$ 185,509				\$ 185,509
Local	Match	2023				\$ 616,769		\$ 616,769
Other	OTH0	2023				\$ 858,793		\$ 858,793
Note: FTA allows deviation from phase minimum match requirements as long as the overall minimum match is met.							Local Total	\$ 1,794,302

Phase Totals Before Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Totals After Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Total Project Cost Estimate (all phases):						\$ 4,794,302
Year of Expenditure Cost Amount:						\$ 4,794,302

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 133,231	\$ -	\$ 616,769	\$ -	\$ 750,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note: The total project match is \$1,794,302 which equals a total TriMet match of 37.4% to the project.

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 adds the new project for TriMet to the MTIP with approved earmark for the 82nd Ave MAX Station Improvement project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section. The DEMO identification for the earmark is OR209.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 March 21,2023 Highway Infrastructure Allocation memo, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 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? Not anticipated. 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 project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
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 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
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 #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project 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: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? 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

HIPCPC23	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill and contained in the Consolidated Appropriations Act, 2023.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional agency local funds contributing to the project phase above the minimum match requirement. Often referred to as "Overmatch" funds.



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No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for safety or

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

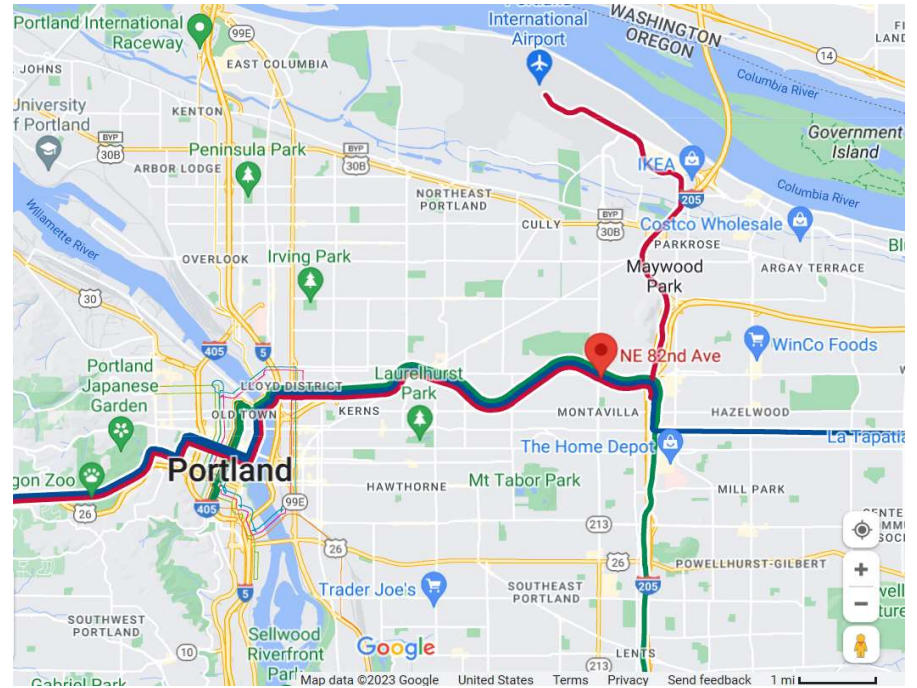
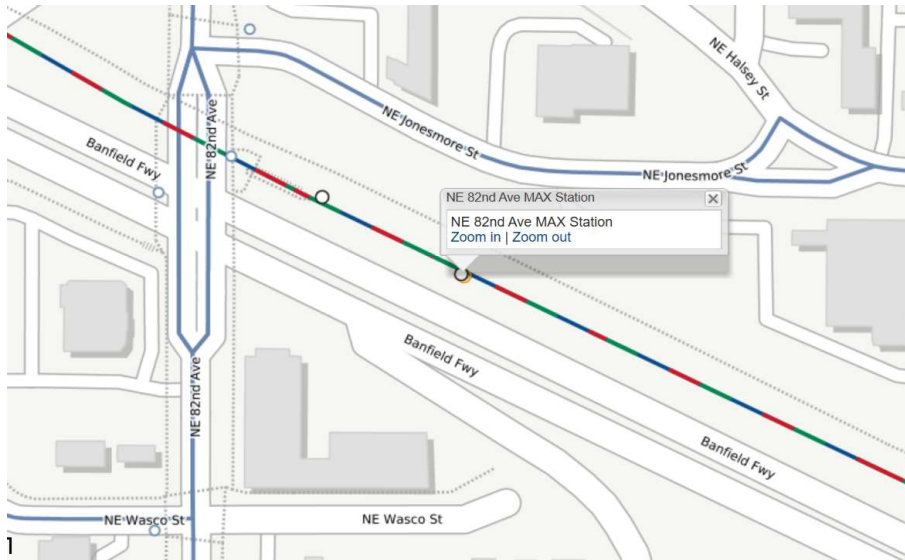
The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	State	Amount	Requestor(s)		Origination
					House	Senate	
Department of Transportation	Highway Infrastructure Programs	Construction of Arterial Road between Highway 11 and Highway 30	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	City of Carlton—West Main Street Revitalization	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	82nd Ave MAX Station Improvement Project — Portland, OR	OR	3,000,000	Blumenauer		H
Department of Transportation	Highway Infrastructure Programs	NE Halsey Safety and Access to Transit Project — Portland, OR	OR	1,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	OR	2,332,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	181st Ave Safety Improvements Project — Gresham, OR	OR	3,178,686	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	OR	2,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Main Avenue/OR 104 Pedestrian Route	OR	1,360,000	Bonamici		H
Department of Transportation	Highway Infrastructure Programs	Beaverton Downtown Loop	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	OR	3,200,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR-18/OR-99W Corridor Safety and Intersection Improvements	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	River Road—Santa Clara Pedestrian and Bicycle Bridge	OR	6,000,000	DeFazio		H

S9384

CONGRESSIONAL RECORD — SENATE



2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



**Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new approved earmark to the MTIP

Lead Agency: TriMet			Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet Oregon City Transit Center	5		Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
			ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP			Performance Meas:	Transit	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	11338
			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description: The project will expand and retrofit the existing transit center to add bus layover facilities, improved amenities for bus operators to address the bus operator shortage, and make lighting and stop improvements to address transit rider needs. These improvements are necessary to expand bus service in Clackamas County. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 387,568	\$ -			\$ 387,568
CPFCD22	Y926	2023			\$ 1,478,957			\$ 1,478,957
CPFCD22	Y926	2023				\$ 2,951,247		\$ 2,951,247
CPFCD22	Y926	2023					\$ 182,228	\$ 182,228
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 5,000,000

State Funds								
TriMet STIF	Match	2023		\$ 96,892				\$ 96,892
STIF Overmatch	OTH0	2023		\$ 170,530				\$ 170,530
TriMet STIF	Match	2023			\$ 369,739			\$ 369,739
STIF Overmatch	OTH0	2023			\$ 650,741			\$ 650,741
TriMet STIF	Match	2023				\$ 737,812		\$ 737,812
STIF Overmatch	OTH0	2023				\$ 1,298,548		\$ 1,298,548
TriMet STIF	Match	2023					\$ 45,557	\$ 45,557
STIF Overmatch	OTH0	2023					\$ 80,181	\$ 80,181
							State Total:	\$ 3,450,000

Local Funds								
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000	\$ 8,450,000	\$ 8,450,000
Total Project Cost Estimate (all phases):							\$	8,450,000
Year of Expenditure Cost Amount:							\$	8,450,000

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 96,892	\$ 369,739	\$ 737,812	\$ 45,557	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Note:

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 Fund obligation process will be through FTA TrAMS grant approval process
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 adds the new project for TriMet to the MTIP with approved earmark for the Oregon Coty Transit Center redesign project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22,2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 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? Not anticipated. 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 project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
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 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
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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
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4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project 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

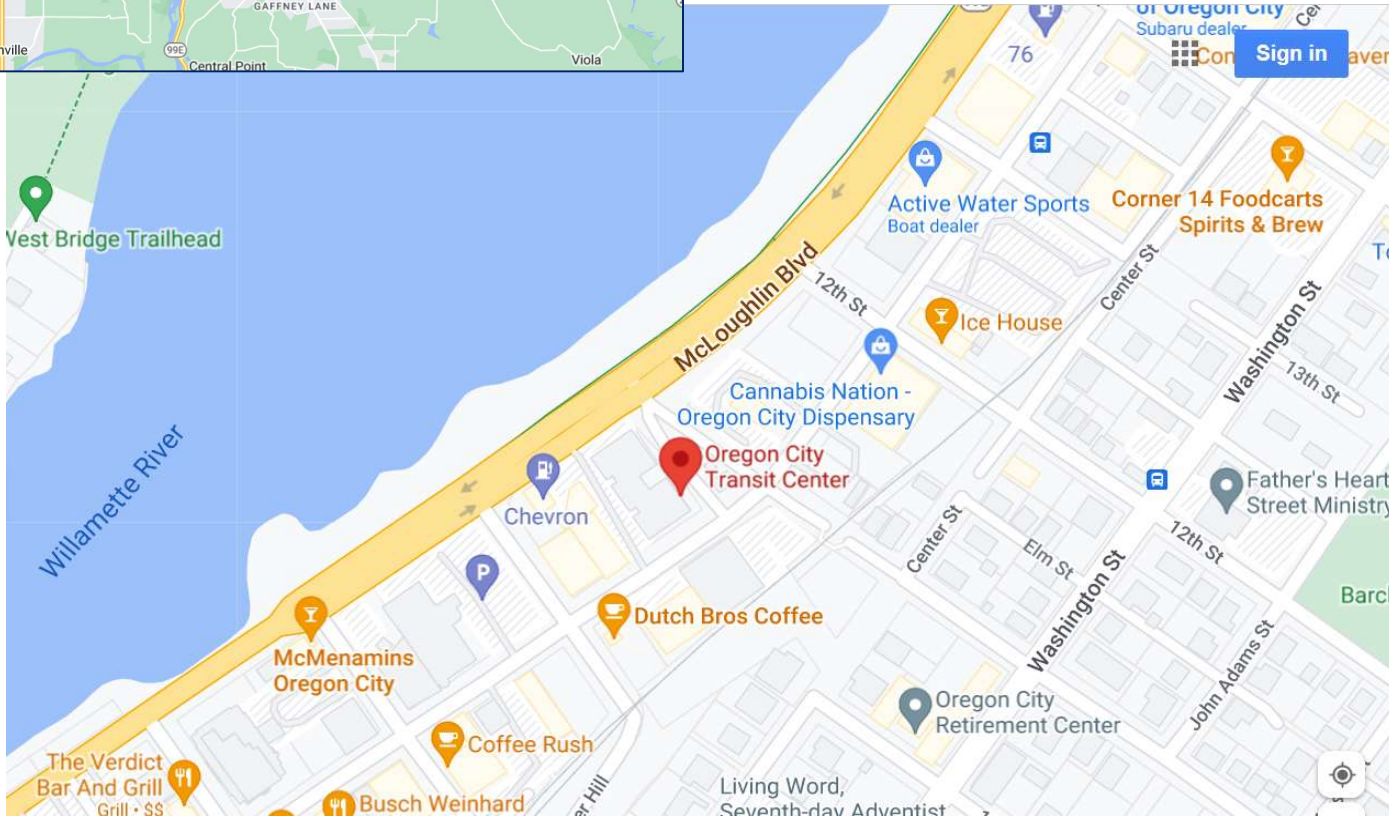
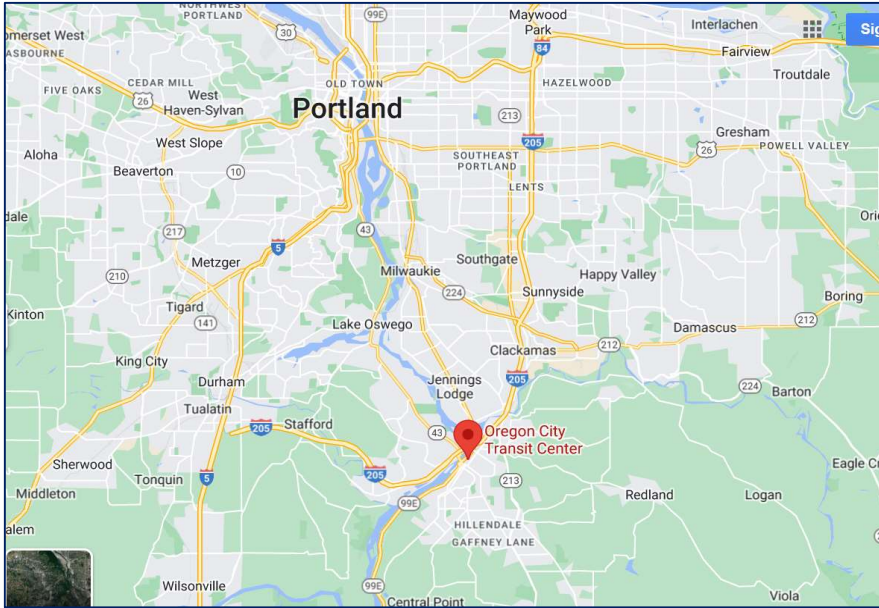
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2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - 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

CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds



FEDERAL TRANSIT ADMINISTRATION

TABLE 20

FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending

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State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



United States of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exceptions for certain non-

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Cambria County Transit Authority (CamTran)	PA	2,284,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	RIPTA—Bus Replacement	Rhode Island Public Transit Authority	RI	2,500,000		Reed	S
Department of Transportation	Transit Infrastructure Grants	Intermodal Transit Hub at UT Dallas Station for DART Silver Line	Dallas Area Rapid Transit (DART)	TX	2,500,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	Supervisory Control and Data Acquisition System Upgrade Project	Dallas Area Rapid Transit (DART)	TX	2,820,800	Allred		H
Department of Transportation	Transit Infrastructure Grants	Charging Infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Capital Metropolitan Transportation Authority	TX	4,169,920	Doggett		H
Department of Transportation	Transit Infrastructure Grants	Westheimer BOOST Bus Stop Improvements	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Fletcher		H
Department of Transportation	Transit Infrastructure Grants	Missouri City Park & Ride	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Green (TX)		H
Department of Transportation	Transit Infrastructure Grants	East Dallas Bus & Maintenance Facility Renovation	Dallas Area Rapid Transit (DART)	TX	2,927,000	Johnson (TX)		H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



**Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new approved earmark to the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: Willamette Shore Line Rail & Trestle Repair	6	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	6/1/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022) (Follow-on earmark to Key 22666)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 539,238				\$ 539,238
CPFCD22	Y926	2023				\$ 1,460,762		\$ 1,460,762
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 2,000,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	\$ -	\$ 134,810				\$ 134,810
Local	Match	2023				\$ 365,191		\$ 365,191
Note: Local funds are TriMet General Funds							Local Total	\$ 500,001
Phase Totals Before Amend:			\$ -	\$	\$ -	\$	\$ -	\$
Phase Totals After Amend:			\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Total Project Cost Estimate (all phases):							\$	\$ 2,500,001
Year of Expenditure Cost Amount:							\$	\$ 2,500,001

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 134,810	\$ -	\$ 365,191	\$ -	\$ 500,001
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note:

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 Fund obligation process will be through FTA TrAMS grant approval process
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 adds the new project for TriMet to the MTIP with approved earmark for the Willamette Shore Line Improvements - Phase II earmark project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
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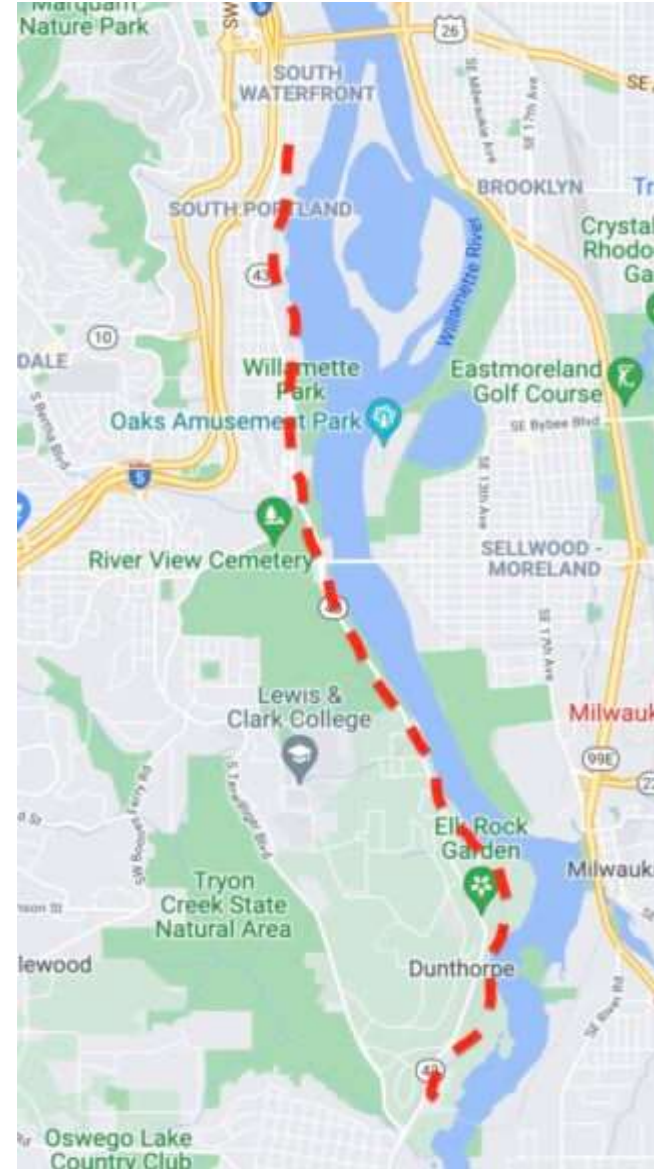
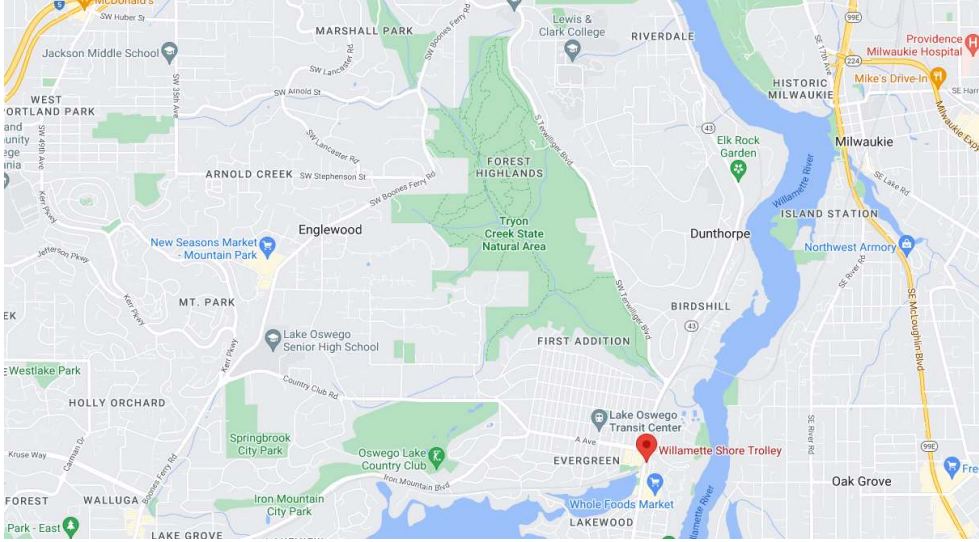
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[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
[costs](#)
[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)

ODOT Key: 22666 | MTIP ID: 71275

Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2022		\$599,976	\$0	\$120,024	\$720,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$599,976	\$0	\$120,024	\$720,000	
Construction	2023		\$1,400,024	\$0	\$279,976	\$1,680,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$1,400,024	\$0	\$279,976	\$1,680,000	
Totals >>			\$2,000,000	\$0	\$400,000	\$2,400,000	



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DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Originaton
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

S9402

CONGRESSIONAL RECORD — SENATE

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 27, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2023 MTIP Formal Amendment & Resolution 23-53XX Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING SIX NEW CONGRESSIONAL DIRECTED SPENDING PROJECTS TO THE 2021-24 MTIP ALLOWING PRELIMINARY ENGINEERING ACTIVITIES TO BE INITIATED

BACKGROUND

What This Is:

The May FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains six new projects. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

What is the requested action?


Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-53XX to add the six new projects to the 2021-24 MTIP.

A summary of the project and amendment actions are shown on the next pages.

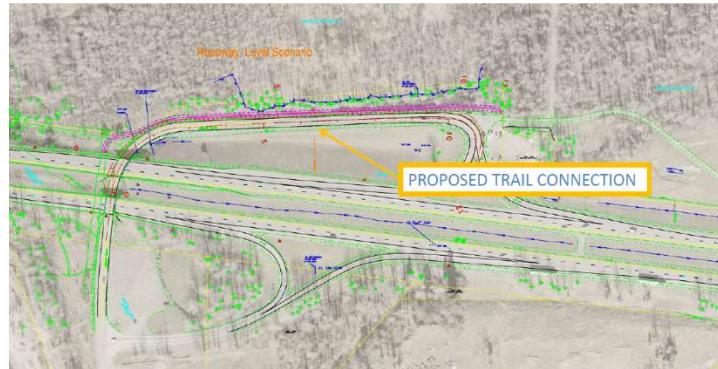
May FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MY23-09-MAY				
Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD <i>(New Project)</i>	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD <i>(New Project)</i>	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#3) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

<p>(#4) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>TriMet 82nd Ave MAX Station Improvement Project</p>	<p>The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#5) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>TriMet Oregon City Transit Center</p>	<p>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#6) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>Willamette Shore Line Rail & Trestle Repair</p>	<p>The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>

AMENDMENT SUMMARY

Project #1 Key 23428	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u> Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT • ODOT Key Number: 23428 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is recreational trail outside of the RTP pedestrian/bicycle modeling networks involving commuter trails. RTP consistency check areas do not apply for this project. • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities • OTC approval No. • Performance Measurements applicable: No – Not applicable. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark award is \$2,332,000. Also, see US Forestry Service information about the Sandy River Delta Park at https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <div style="text-align: center;">  <p>USDA Forest Service Caring For the Land and Serving People</p> </div> <div style="background-color: #333; color: white; padding: 5px; text-align: center;"> Home Visit Us Managing the Land Learn Working With Us About Us </div> <p style="text-align: center;">Sandy River Delta</p>	

The project will complete a connecting trail along-side Jordan Rd parallel to I-84 and eastbound into the Sandy River Delta Park. Construction of the Jordan Road Trail Connection will enhance access for pedestrians, cyclists and equestrians to the Sandy River Delta.

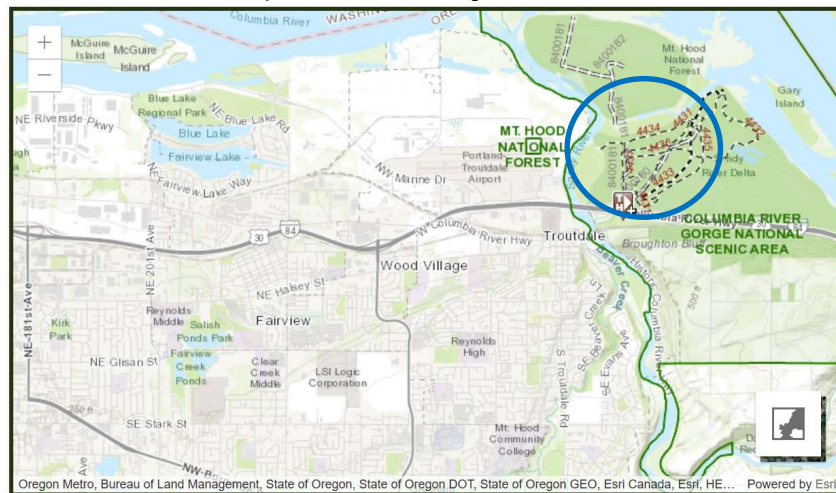


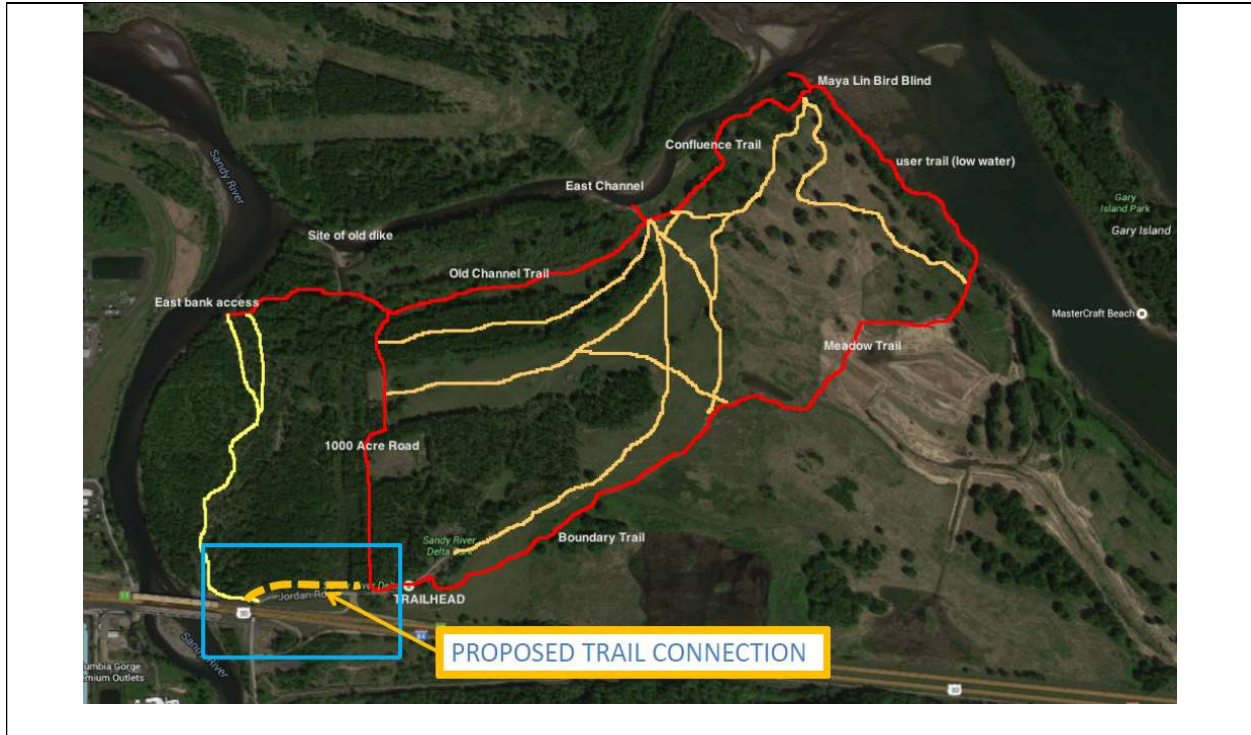
The Sandy River Delta is a 1,500-acre natural area is a gateway from Portland to the Columbia River Gorge National Scenic Area that offers horseback riding, hiking, biking, wading, and fishing. Acquired by the Forest Service in 1991, the delta is managed to restore and protect scenic, cultural, recreational, and natural resources in the river bottomlands where the Sandy River meets the Columbia River. The delta's forests and meadows have been under ecological restoration for decades, and in 2013, an old dike was removed from the Sandy River, restoring its natural channel and improving habitat for salmon and steelhead.

The Jordan Rd connection trail will provide better access to the park's other multi-use trails including:

- **Confluence Trail:** A 1.25 mile gravel ADA trail leading to an elliptical bird blind designed by Maya Lin.
- **Boundary Trail:** A 1.25 mile trail near the habitat restoration zone
- **Meadow Road:** A 0.25 mile route leading to Confluence Trail
- **Meadow Trail:** A 2 mile path through meadows with Columbia Gorge views
- **Ranch Dike Trail:** A 1.25 mile trail through cottonwoods
- **Old Channel Trail:** A 1.75 mile trail along the Sandy River's pre-restoration channel

Project Location Map References





Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,888	3,178,888		3,178,888	
OR	OR213	Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #2 Key 22647	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St (Add new project) Lead Agency: ODOT
Project Description: The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- Project Administrator: ODOT
- ODOT Key Number: **22647**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: Yes - Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The earmark award is \$3,200,000. Also, see the ODOT website for additional project details at:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22647>

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

New enhanced pedestrian crossings on SW Hall Boulevard

In partnership with the City of Tigard and Washington County, we are working on a project to enhance safety on Hall Boulevard (Oregon Hwy 141).

This project will install two new enhanced pedestrian crossings, or Rectangular Rapid Flashing Beacons, across SW Hall Boulevard at the intersections of SW Hemlock Street in unincorporated Washington County and SW Spruce Street within the City of Tigard. Additional related work includes constructing new sidewalk, new lighting and improving sidewalk curb ramps to meet ADA requirements.

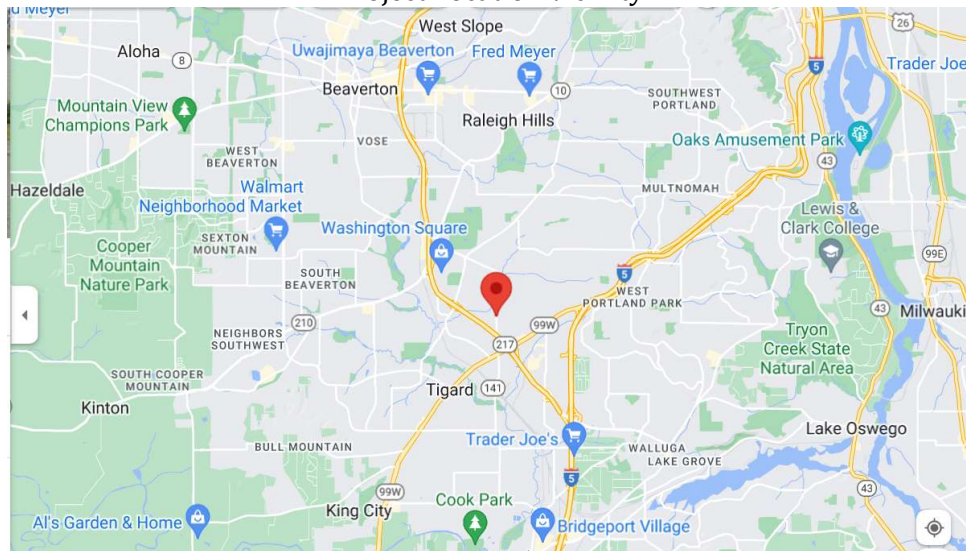
SW Hall Boulevard is a busy, 40 mile-per-hour corridor and people walk over ¼ mile out of direction to the nearest signalized intersection. New, enhanced pedestrian crossings make it safer for people to cross a busy corridor of SW Hall Boulevard.

About Rectangular Rapid Flashing Beacons

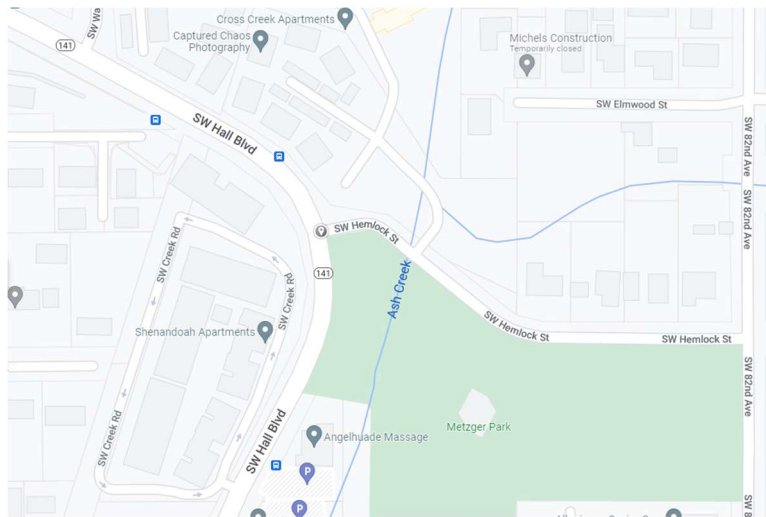
The rectangular rapid flash beacon (RRFB), is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver’s attention and reinforce the driver’s duty to yield to pedestrians in the marked crosswalk.



Project Location Vicinity

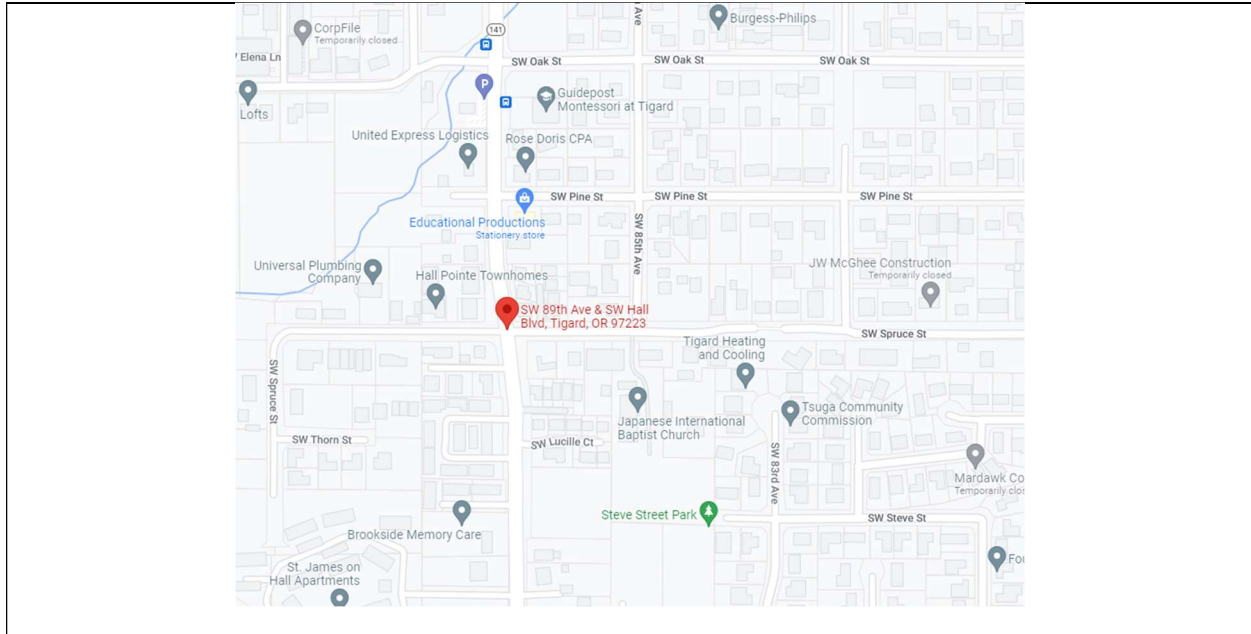


OR141 (SW Hall Blvd) at Hemlock St



OR 141 (SW Hall Blvd) at SW Spruce St





Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-187/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

Project #3 Key TBD	TriMet Merlo Bus Garage Zero Emission Retrofit (Add new project) Lead Agency: TriMet
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Project Description:

This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate

Congressional Record – Community Project Funding/Congressional Directed Spending project list.

- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$5 million.

Description of Changes

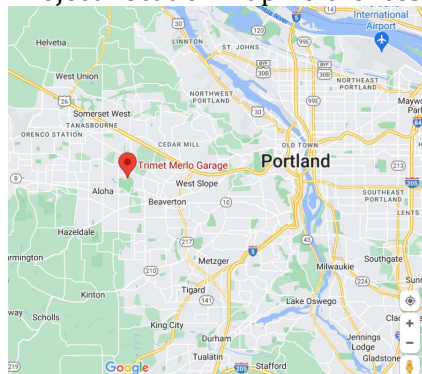
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

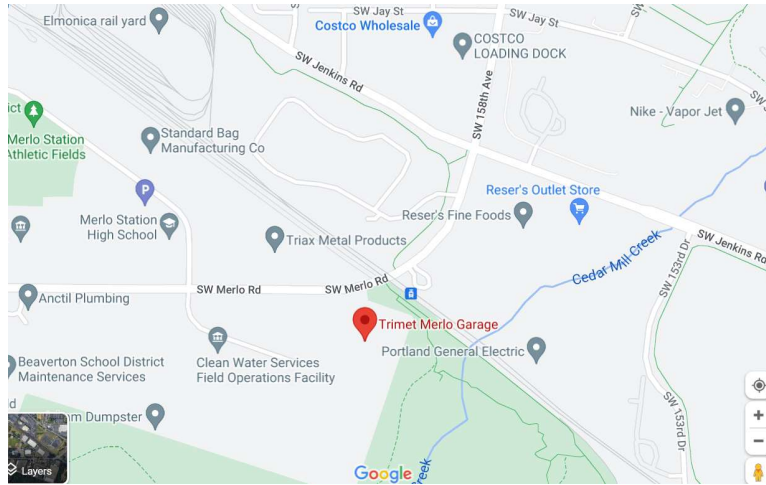
The Merlo Bus Garage Zero Emission Retrofit project funds the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). This request would support adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region.

The improvements to the Merlo maintenance facility are a critical investment to be able to implement dedicated, articulated, zero emission bus service on Tualatin Valley Highway in the short term. This expanded charging infrastructure and retrofitting of the maintenance facility are a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs.

This investment will provide the funding to increase transit capacity in areas with growing ridership, increase access to transit and improve air quality in the surrounding area by facilitating the transition from diesel to zero emissions buses.

Project Location Map References





Support Item(s):

Proof of Funding/Fiscal Constraint Verification



Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with un-

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

FEDERALLY FUNDED RESEARCH
The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
(Community Project Funding/Congressionally Directed Spending)

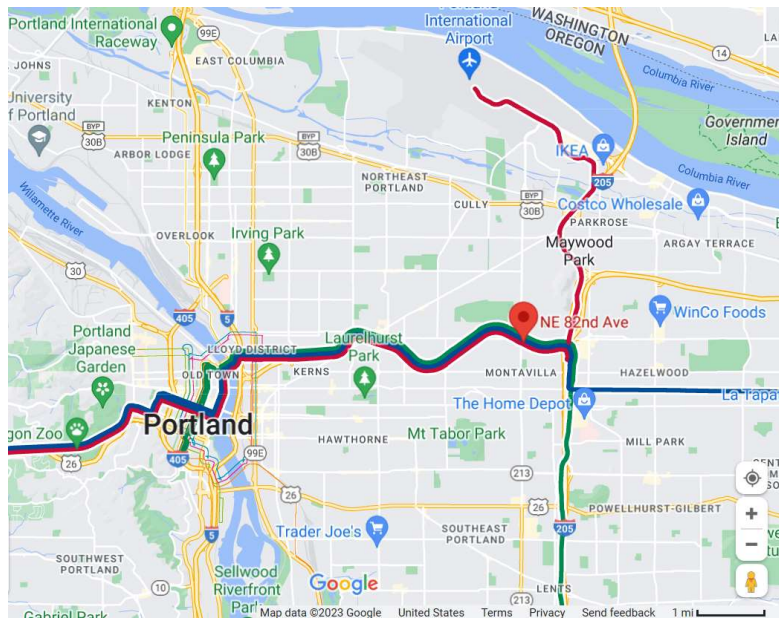
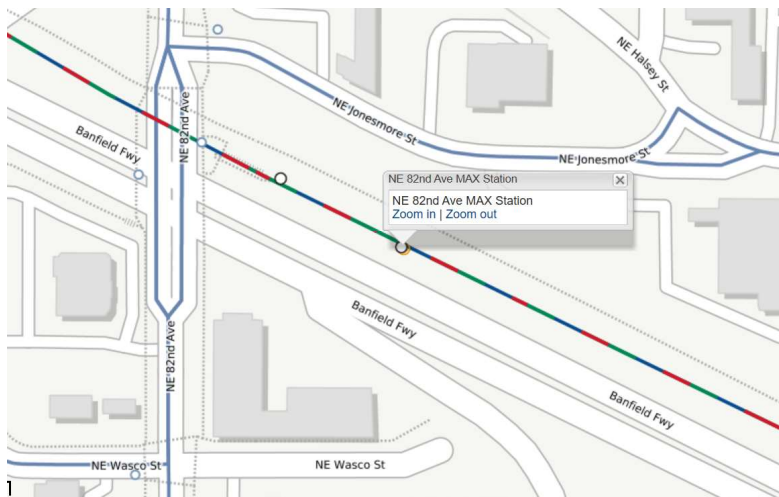
Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

Project #4 Key TBD	TriMet 82nd Ave MAX Station Improvement Project (Add new project) Lead Agency: TriMet
<p><u>Project Description:</u> The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$3 million. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <p>The project will make critical station improvements to TriMet’s 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for our riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria.</p> <div data-bbox="711 1564 1403 1774" data-label="Image"> </div>	

The 82nd Avenue MAX station was designed and constructed as part of the original Banfield Light Rail Project (1986) with one shelter. Though some additional amenities have been added to support increased ridership at the station over time, it is critical that this station be updated and include appropriate shelters and safety/security improvements in line with more current design criteria, especially with improvements to Line 72 that may increase transfers between bus rapid transit.

This Station is in a 2040 Metro Center, serves 3 MAX lines and is a transfer to the Line 72, the bus line that has been the most utilized throughout the pandemic and serves riders that are proportionally lower income and a higher percentage of people of color than almost any other line.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project <i>Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project</i>	3,000,000	3,000,000		3,000,000	
OR	OR206	*See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	<i>City of Coos Bay—Main Street Corridor Rehabilitation</i>	4,500,000	4,500,000		4,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	1,000,000	1,000,000		1,000,000	
OR	OR211		2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #5	TriMet Oregon City Transit Center
Key	(Add new project)
TBD	Lead Agency: TriMet
<u>Project Description:</u>	
This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$5 million. 	

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

From:



JEFF MERKLEY ABOUT NEWS HELPING YOU CONNECT

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FEDS GIVE \$5M TO TRIMET FOR OREGON CITY TRANSIT CENTER'S EXPANDED CAPACITY

Tuesday, January 10, 2023

By: Raymond Rendleman
[Oregon City News](#)

The redesign will double the bus capacity, provide reliable transit schedule information, and add additional bus shelters, lighting and security cameras," said outgoing Congressman Kurt Schrader, who represented Clackamas County from 2009-22.

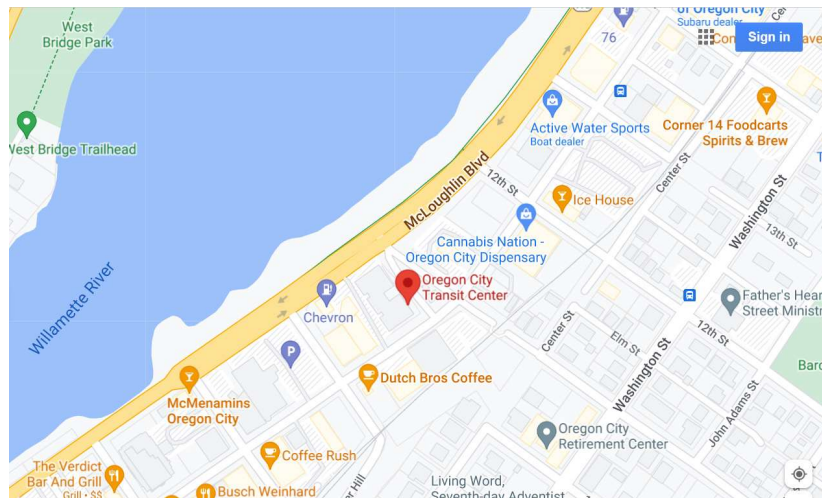
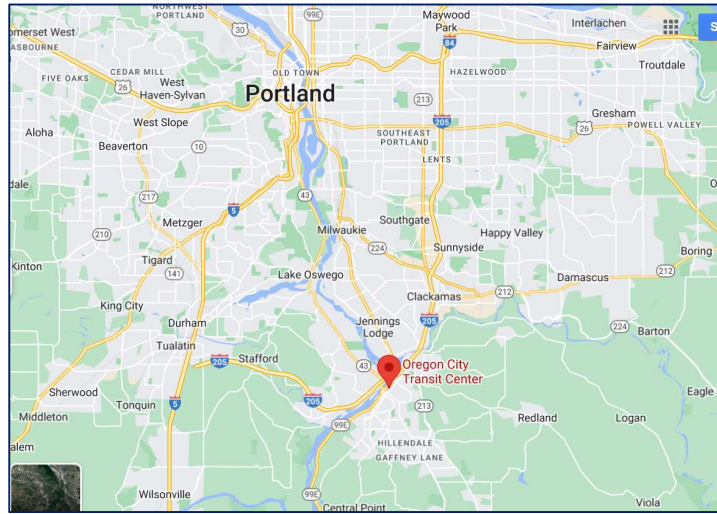


TriMet spokesperson Tia York said that the Oregon City Transit Center redesign project still needs an architect to create renderings, so it's unknown when construction would take place at the corner of 11th and Main streets. York said that the project will support TriMet and partner transit agencies' long-term goals to increase ridership through new and improved bus service in Clackamas County.

"The project will expand and retrofit the existing transit center to add bus layover facilities, including space for non-TriMet bus service partners," York said. "Riders can expect new lighting, bus stop shelters and other improvements that will make the transit center safer and easier to use, including sidewalk improvements along McLoughlin Boulevard.



Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



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PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-462 carries the same weight as language included in this joint explanatory statement and should be complied with unless another provision addresses the content to

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with appropriate disclaimers.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H

December 20, 2022

Project #6	Willamette Shore Line Rail & Trestle Repair
Key	(Add new project)
TBD	Lead Agency: TriMet
Project Description:	
The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of-Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus 	

buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$2 million.

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

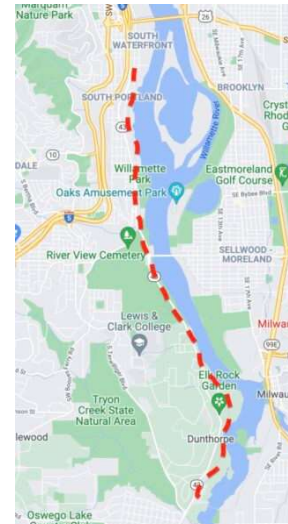
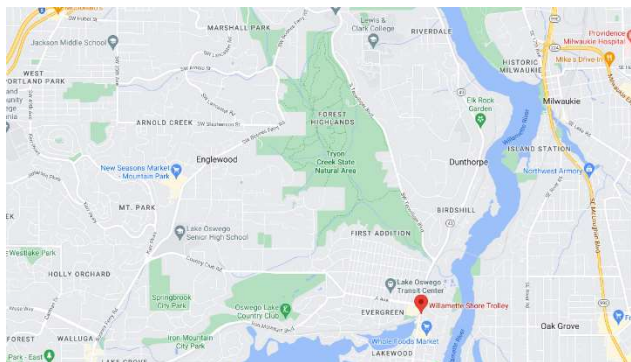
The Willamette Shore Line Rail & Trestle Repair project continues the maintenance and repair work initiated in the early project programmed in Key 22666. The earmark represents follow-on funding in support of the rail and trestle repair activities.



The Willamette Shore Trolley is a heritage railroad or heritage streetcar that operates along the west bank of the Willamette River between Portland and. The right-of-way is owned by a group of local-area governments who purchased it in 1988 in order to preserve it for potential future rail transit. Streetcar excursion service began operating on a trial basis in 1987, lasting about three months, and regular operation on a long-term basis began in 1990. The Oregon Electric Railway Historical Society has been the line's operator since 1995.

The railroad offers passenger excursions using a historic or replica-historic trolley on a former Southern Pacific line previously known as the Jefferson Street Branch Line. The line runs for 5.5 miles (9 km), including a passage through the 0.25-mile-long (0.4 km) Elk Rock Tunnel.

Project Location Map References



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DEPARTMENT OF TRANSPORTATION—Continued

(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requester(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Boromaci		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merley, Wyden	H

SS9402

CONGRESSIONAL RECORD — SENATE

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 ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are 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 April FFY 2023 Formal MTIP amendment (AP23-08-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	April 28, 2023
• Initiate the required 30-day public notification process.....	May 2, 2023
• TPAC notification and approval recommendation.....	May 5, 2023
• JPACT approval and recommendation to Council.....	May 18, 2023
• Completion of public notification process.....	May 31, 2023
• Metro Council approval.....	May 30, 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.....	June 7 ,2023
• USDOT clarification and final amendment approval.....	Mid-July 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:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-53XX to add the six new projects to the 2021-24 MTIP.

No Attachments.

Memo

Date: Thursday, April 27, 2023
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: Carbon Reduction Program – TPAC Recommendation of Draft Allocation Package

Purpose

Provide TPAC members summary of options and input to date for development of a recommendation to JPACT on the allocation of Carbon Reduction Program (CRP) funding.

Note: This memo to prepare TPAC for its recommendation to JPACT will be replaced by a brief transmittal memo, a draft resolution, and a staff report with exhibits. The content for inclusion in Exhibit A to the staff report is currently moved up as an attachment to this memo to facilitate TPAC discussion.

Background

In November 2021, the Bipartisan Infrastructure Law (BIL) was approved. As part of BIL, several new funding programs were created and existing funding programs received increased funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The CRP funding administered by ODOT will be guided by the Statewide Transportation Strategy: 2050 GHG Vision, a statewide strategy for reduction of greenhouse gases from the transportation sector. Through direction outlined as part of CRP legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group, the CRP fund program direction further prioritized efforts and investments related to: vehicle and fuel technology, transportation options (demand management activities), system and agency operations, and system pricing.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro’s portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Carbon Reduction Program Funding Allocation Process

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Metro staff developed several draft allocation packages of projects informed by the Climate Smart Strategy and initial TPAC, JPACT and Metro Council member input for consideration. TPAC and JPACT provided feedback on the draft package options, with TPAC recommending an additional package option. Input received

for development of the package options and on the draft package options is summarized in the section below.

A final recommendation for the allocation of the funds is scheduled to be made at the May TPAC and JPACT meetings. This will be followed by consideration for adoption by the Metro Council. The adopted funding allocation will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

Stakeholder Input on Investment Package Options

Since providing TPAC, JPACT, and Metro Council an overview of the Carbon Reduction Program funding at the end of 2022 and in early 2023, members of both committees and Council have provided Metro staff input and feedback as to what they would like to see as part of a CRP fund allocation proposal. This included input on bigger picture policy, process and outcomes such as:

- implementing the region's Climate Smart Strategy priority projects and programs, and
- investments that could have significant or transformative impacts on reducing transportation emissions.

This input is documented and incorporated into the Policy and Factors to Inform Investment Proposal Packages (Exhibit B).

Input was also received on more specific project or programmatic spending ideas. This included:

- development of Bus Capital Improvements in the 82nd Avenue and Tualatin Valley Hwy corridors,
- transit signal priority (TSP) for the Line 33 McLoughlin bus,
- support for purchase and use of Electric Bikes,
- electrification of the TriMet bus fleet,
- specific active transportation projects unfunded from the previous Regional Flexible Fund Allocation cycle,
- system management and Intelligent Transportation System (ITS) projects, and
- safe routes to schools projects.

This input was considered when developing the investment Package Options (Exhibit A to Staff Report for Resolution 23-5337).

TPAC and JPACT Input on Proposed Packages

TPAC reviewed the draft package options below and provided the following input for development of a preferred option for JPACT and the Metro Council.

- Preference for the corridor elements included in Packages A, B, and C, over the funding of Regional Flexible Fund Allocation projects represented by Package D.
- Safe bicycling infrastructure a priority over electric bike program.
- Question the ability to effectively administer and implement Electric Bike, Safe Routes to Schools, or Active Transportation capital projects with small amount of federal funds. Request to investigate the possibility of a fund exchange of federal CRP funds for local funds to make implementation of small capital projects more feasible was made.
- Support for a Transportation System Management and Operations (TSMO) allocation element administered through the Transport sub-committee, with policy direction to prioritize carbon reduction projects such as expansion of Transit Signal Priority (TSP).

- Desire for clarification on what happens to corridor project funding if projects do not proceed or get funded from other sources, with requests for funding to stay in a corridor on other project elements.
- Consideration of not setting a precedent of funding project elements that are identified for potential mitigation of tolling impacts (such as elements of Line 33 TSP).
- Need further description of recommended project elements, including the Metro led Climate Smart Implementation program element.

JPACT members provided these additional comments.

- Washington County Coordinating Committee discussions favored Package Option E that included an \$3 million allocation to System Management and Operations projects to be recommended by the Transport sub-committee of TPAC.
- Safe access to schools be clarified as a potential part of System Management & Operations or Active Transportation options should those options move forward.

Narrowed Package Options based on TPAC and JPACT Input

Based on the input received from TPAC and JPACT members regarding draft investment package options, Metro staff is proposing TPAC consider two package options: the Transit Corridors and Active Transportation option (Package C) and the Transit Corridors and System Management & Operations option (Package E) and make a recommendation to JPACT. These package options are described in more detail in Exhibit A of the Staff Report to Resolution 23-5337.

Requested Action for TPAC

- Refine and recommend an investment package or packages of Carbon Reduction Program funds to JPACT.
- If time allows, provide input to Metro staff on any inquiries regarding the Oregon Department of Transportation allocation of their \$29.8 M of Carbon Reduction Program funds across the state of Oregon and if desired any input on a communication approach to submit on behalf of the region.

Exhibit A to Staff Report of Resolution 23-5337
Carbon Reduction Program – Package Options & Elements Descriptions
(To be updated to reflect recommendation by TPAC and then action by JPACT)

Package A – Transit Corridors and Electric Bike		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	E-Bike Program	\$3,000,000
	Subtotal:	\$17,000,000
Package B – Transit Corridors and Safe Routes to Schools		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Safe Routes to Schools	\$3,000,000
	Subtotal:	\$17,000,000
Package C – Transit Corridors and Active Transportation		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Active Transportation	\$3,000,000
	Subtotal:	\$17,000,000
Package D – RFFA (next rated projects)		
	MLK Jr. Boulevard	\$5,333,000
	Tigard to Lake Oswego Trail	\$245,000
	7th Avenue	\$10,692,000
	Fanno Creek Trail	\$500,000
	Allen Boulevard	\$223,760
	Subtotal:	\$16,993,760
Package E – Transit Corridors and Transportation System Management & Operations		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Transportation System Management & Ops	\$3,000,000
	Subtotal:	\$17,000,000

*All Options include \$1.8 million for Metro Climate Smart implementation program

Package Element Options

TV Hwy BRT: Bus Rapid Transit project development for the Tualatin Valley Highway corridor. \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an

FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

82nd Avenue BRT: Bus Rapid Transit project development for the 82nd Avenue corridor. \$5 million allocation to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the FTA CIG Small Starts program. This work includes design, NEPA, development of rating materials and other activities needed to get to a Small Starts Grant Agreement. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or Tolling mitigation funding.

E-bike: Potential elements include a support of a potential state rebate program under consideration by the Oregon legislature and other local funding initiatives. It could also fund promotional campaigns and transit access elements such as secured parking with charging stations. Potential partnerships with local agencies and non-profit organizations to implement this option.

Safe Routes to Schools: Small capital projects to improve safety accessing schools. Project scale would be smaller than typical state funded projects.

Active Transportation: Pedestrian, bicycle and transit access capital projects. Project scale would be smaller than typical RFFA and state funded projects. Projects that are expected to perform best to increase walk and bike trips would be encouraged as a priority to maximize reductions in carbon emissions. Active transportation projects that also provide safer access to schools are eligible and encouraged for consideration. TriMet has agreed to investigate their capacity to fund exchange CRP funds for local funding to facilitate improved delivery of these projects. It has not yet been determined whether they have an eligible project and local fund capacity, but if ultimately feasible, the exchanged funds could not be made available until late in FY 2025 after TriMet had received equivalent CRP funds. If fund exchange is determined infeasible, projects would need to proceed through the standard federal-aid delivery process.

Regional Flexible Fund Allocation – Next Rated Projects: Active transportation projects that were the next top-rated projects not to receive full funding in the RFFA process.

Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

- monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),
- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,

- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,
- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Transportation System Management & Operations (TSMO): Transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. The Transport sub-committee of TPAC would be utilized to identify priority projects for funding with direction to prioritize TSMO investments that have the greatest potential to reduce carbon emissions. TSMO projects that also provide safer access to schools are eligible and encouraged for consideration.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$18.8) RESOLUTION NO. 23-5337
MILLION OF CARBON REDUCTION)
PROGRAM FUNDS FOR THE YEARS 2022-) Introduced by Chief Operating Officer
2026, PENDING INCLUSION IN THE 2024-2027) Marissa Madrigal in concurrence with
MTIP) Council President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Bipartisan Infrastructure Law (BIL) created a new federal transportation funding program called the Carbon Reduction Program (CRP) with the explicit purpose to reduce transportation emissions through the development of carbon reduction strategies and fund projects designed to reduce transportation emissions; and

WHEREAS, the Bipartisan Infrastructure Law allocates Carbon Reduction Program funds to states and metropolitan planning organizations through formulas which factor in aspects such as population; and

WHEREAS, based on the formula allocation approximately \$18.8 million is forecast to be appropriated to the metropolitan region through the federal Carbon Reduction Program transportation funding program for federal fiscal years 2022 through 2026; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate Carbon Reduction Program funds to eligible projects and programs in the metropolitan region; and

WHEREAS, the Portland metropolitan region worked collaboratively to develop the Climate Smart Strategy to define actions for the region to meet state mandated greenhouse gas emissions reduction targets; and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy by Ordinance No. 14-1346B, For the Purpose of Adopting a Preferred Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law; and

WHEREAS, the Climate Smart Strategy was foundational to inform and define the criteria used to select projects for the Carbon Reduction Program; and

WHEREAS, the nomination and selection of projects and programs to receive Carbon Reduction Program funds also considered other factors such as federal eligibility requirements, administration, complimentary investments by state agency partners, and JPACT feedback to nominate transformative projects; and

WHEREAS, the transportation projects selected to receive Carbon Reduction Program funds are summarized in Exhibit A, attached to this resolution; and

WHEREAS, TPAC considered the list of projects and programs recommended for funding by Metro staff, and recommended JPACT forward that list to the Metro Council for adoption; and

WHEREAS, JPACT considered the list of transportation projects and programs recommended by TPAC and voted to send the list attached as Exhibit A, to the Metro Council for adoption with a recommendation to allocate funding consistent with the Climate Smart Strategy; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the programs and projects to be funded through the Carbon Reduction Program as shown in Exhibit A.

ADOPTED by the Metro Council this ___ day of ____, 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 23-5337, FOR THE PURPOSE OF ALLOCATING \$18.8 MILLION OF CARBON REDUCTION PROGRAM TRANSPORTATION FUNDING, PENDING INCORPORATION INTO THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: May X, 2023

Department: Planning, Development, and Research

Prepared by:

Ted Leybold,

Ted.Leybold@oregonmetro.gov

Grace Cho, Grace.Cho@oregonmetro.gov

Meeting Date: June 15, 2023

ISSUE STATEMENT

The Carbon Reduction Program is a new transportation funding program established by the Bipartisan Infrastructure Law (BIL) and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million in Carbon Reduction Program funding. Metro, as the metropolitan planning organization (MPO) for the Portland region, allocates a portion of these funds, approximately \$18.8 million total, over five federal fiscal years. This resolution proposes the allocation of these funds to transportation projects and programs in the metropolitan region for Metro Council consideration.

ACTION REQUESTED

Approve Resolution No. 23-5337, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Attachment A.

IDENTIFIED POLICY OUTCOMES

The federal policy direction of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.”

The State of Oregon, with whom Metro is coordinating the investment of Carbon Reduction Program funds, is guided by the Statewide Transportation Strategy: 2050 GHG Vision. Through direction outlined as part of CRP federal legislation, ODOT convened a group of stakeholders to provide input on program specific direction for CRP funds. With the Statewide Transportation Strategy as a starting point the stakeholder group further program direction was developed to prioritize efforts and investments related to: vehicle and fuel technology, transportation options (demand management activities), system and agency operations, and system pricing.

Metro is guided on transportation investments for reduction in carbon emissions by the Climate Smart Strategy. There are nine strategies for reducing emissions, several of which are priority types of transportation investments that should be made to meet emission reduction targets. The Regional Transportation Plan also guides transportation investments in the region and priorities the following investment outcomes: Equity, Safety, Climate Smart Strategy implementation, and Managing Congestion

The package of projects funded through this resolution were recommended by JPACT based foremost on their ability to implement the region’s Climate Smart Strategy and also to progress the remaining three transportation investment priorities of equity, safety, and mobility.

In addition to their merit based on advancing the Climate Smart Strategy and regional transportation investment priorities, the package follows additional direction provided by JPACT and Metro Council members to invest in projects throughout the region, to support “transformative” projects in reducing emissions, and to use them to leverage additional funding.

Lastly, the package of projects funded through this resolution meet federal eligibility requirements outlined for the Carbon Reduction Program as well as consistency with the state program direction for the Carbon Reduction Program funds.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with programming funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B.
2. Remand the resolution back to JPACT with direction on desired changes or conditions.

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 23-5337.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The recommended allocation of Carbon Reduction Program funds follows transportation policy direction established in the development of the 2018 RTP and the region’s Climate Smart Strategy. The investments will advance the priority types of investments

recommended by those plans and position the region to leverage significant new funding to make progress toward the priority plan outcomes.

How does this advance Metro’s racial equity goals?

While reducing carbon emissions is the primary policy objective of these funds due to federal policy and regulatory direction, the allocation process also incorporates the RTP investment policy priority areas of equity, safety, and mobility. Advancing racial equity goals are demonstrated with this proposed allocation by the inclusion of the three largest investments to projects located in and benefiting Equity Focus Areas. Transit investments in the 82nd Avenue, Tualatin Valley Highway, and McLoughlin corridors were also identified as high priority investments during the extensive outreach process with BIPOC communities conducted as a part of the 2020 Transportation Funding Measure process to improve access to jobs and community services by BIPOC populations and to improve safety of travel in their communities. Additionally, investment in Climate Smart Strategy implementation will provide the tools and resources needed to update strategies, analyze potential investments, and reduce the impacts of emissions on BIPOC communities.

How does this advance Metro’s climate action goals?

Consistent with the CRP federal policy objective and regulations, the primary policy objective of this funding allocation is to advance the region’s Climate Smart Strategy. Recommended projects were identified based on their consistency with the priority investment types identified by the Climate Smart Strategy that will have the greatest potential to reduce greenhouse gas emissions. The allocations recommended also have the potential to leverage significant additional funding for implementation of projects that will reduce carbon emissions and contribute to meeting Metro’s climate action goals.

Known Opposition/Support/Community Feedback

None known at this time.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Bipartisan Infrastructure Law or BIL) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT.

The Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421) provides transportation investment priority areas.

The Climate Smart Strategy, adopted by JPACT and Metro Council in December 2014 (Ordinance 14-1346B), provides priority investment categories to achieve emission reduction goals.

The allocation utilizes relevant portions of the 2025-2027 Regional Flexible Fund Allocation program direction as defined by Metro Resolution No. 21-5194, For the Purpose of Adopting the 2025-2027 Regional Flexible Funds Program Direction for the Portland

Metropolitan Area, adopted September 9, 2021, related to direction on allocation of federal transportation funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2024-2027 MTIP so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit a portion of the funding to Metro Transportation Planning activities. These funds are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the funds require a minimum match from Metro of 10.27% of total costs incurred. Funding will be available through Federal Fiscal Year 2026.

BACKGROUND

In November 2021, the Bipartisan Infrastructure Law (BIL) was approved. As part of BIL, several new funding programs were created and existing funding programs received increased funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million, \$26.8 million of which will be targeted to smaller cities and rural areas and \$29.8 million of which will be allocated across the entire state, including the Metro area.

The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro's portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years of BIL.

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Metro staff briefed TPAC, JPACT and the Metro Council in January of 2023 regarding the availability of funding, the federal policy and rules associated with the funds, and to receive guidance on the allocation of these funds to projects.

The federal policy and regulatory direction, regional policies and strategies, and additional input received during the January outreach was summarized in Exhibit B - Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals. This document guided the consideration of investments by TPAC and JPACT in their recommendation to Metro Council.

Metro staff developed several draft allocation packages of projects informed by this Policy and Program Factors for consideration. TPAC and JPACT provided feedback on the draft package options, with TPAC recommending an additional package option.

A final recommendation for the allocation of the funds was made at the May JPACT meeting.
(To be completed describing the final recommendation process)

The adopted funding allocation will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

ATTACHMENTS

Exhibit A: Project Allocation List and Project Descriptions

Exhibit B: Policy and Program Factors Summary to Inform the Carbon Reduction Allocation Recommendation

Exhibit C: Conditions of Approval to Allocation of Carbon Reduction Program Funds

Placeholder Page for:

**Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions**

(To be updated to reflect recommendation by TPAC and then action by JPACT)

Draft

Exhibit B to Staff Report of Resolution 23-5337 Policy and Program Factors to Inform Carbon Reduction Program Investment Proposals

The federal aim of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.” Because of the region’s effort to develop and adopt the Climate Smart Strategy in 2014, the region already has a developed action plan to reduce greenhouse gas emissions from light duty trucks and passenger vehicles through a combination of land use and transportation efforts. The development of this strategy was informed by the best technical analysis available regarding transportation investments to reduce carbon emissions from the transportation sector.

The newly created federal Carbon Reduction Program is a limited opportunity to implement the Climate Smart Strategy by investing into one or more of the investment areas identified.¹ The varied mix of strategies outlined in Climate Smart provides a wide span of options to invest CRP funds on the regional transportation system. Based on regional discussions of priority elements of the Climate Smart Strategy and a review of the federal Carbon Reduction Program funding policy objectives and eligible projects and activities, the following three Climate Smart Strategy elements have been prioritized for the development of the draft packages of projects for CRP funds.

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

In addition, since providing an overview of the Carbon Reduction Program in January, members of TPAC, JPACT, and the Metro Council have weighed in with suggestions and ideas for the CRP allocation. This included identifying and prioritizing projects from the Climate Smart Strategy that could be most impactful and/or transformative in reducing emissions, as well as some specific project proposals. Metro staff has taken these suggestions and ideas into consideration as well as the following factors in identifying the elements of the package options.

Policy Direction

- Priority Climate Smart Strategy investment areas
 - Potential for greenhouse gas emissions reduction
- Opportunity to advance additional Regional Transportation Plan objectives, including Equity, Safety, and Mobility in addition to Climate
- Ability to address Climate Friendly Equitable Communities and other state, regional, or local climate change related objectives
- Consistency with state Carbon Reduction Plan priorities
- Provide funding across multiple areas of the region

Administrative

- Federal funding eligibility requirements
 - Including those specific to the Carbon Reduction Program
- Carbon Reduction Program requirements
 - Submission deadlines, timing of obligation of funding, and other limitations
- Program implementation needs

¹ After considering federal funding eligibility requirements, state Carbon Reduction Plan priorities, regional opportunities, and other factors

- Evaluation tools and capacity, reporting, communications, policy refinement

Other

- ODOT's allocation process and priorities for Carbon Reduction Program funds and other investments in reducing carbon emissions
- Funding leverage opportunities
 - Especially funding opportunities presented by the Bipartisan Infrastructure Law
- Implement projects with the potential for a significant or transformative impact on reducing transportation emissions

Draft

Exhibit C to Staff Report of Resolution 23-5337
Conditions of Approval to Allocation of Carbon Reduction Program Funds

NOTE: Final draft version of the conditions of approval will be prepared as part of the JPACT package of materials and reflect the TPAC recommendation for the allocation of Carbon Reduction Program funds.

RECOMMENDED CARBON REDUCTION PROGRAM AWARDEE CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to ensure that projects are planned, designed, and built consistent with the project scopes as approved by JPACT and Metro Council, with federal regulations and with regional policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to Carbon Reduction Program (CRP) awarded projects: 1) conditions which address all projects; and 2) project-specific conditions.

The conditions for all projects outline expectations pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible in accordance to regional program policies and federal regulations. Recognizing that projects are at different stages of development (i.e. some are in planning phases while others are ready for construction), Metro may choose to waive or modify certain conditions for a project based on what is appropriate for the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the project as outlined in the JPACT-approved and Metro Council-adopted Carbon Reduction Program award. If any project is determined to be unfeasible or is completed without expending all of the Carbon Reduction Program funds awarded, any remaining Carbon Reduction Program funds for that project shall revert back to Metro for reallocation. Or the project sponsor/local jurisdiction receiving the Carbon Reduction Program funds for the project may request reallocation of the funds per the Metropolitan Transportation Improvement Program (MTIP) amendment process. Requested reallocation must meet federal and state eligibility requirements for the Carbon Reduction Program funds and meet consistency with the Climate Smart Strategy and the Regional Transportation Plan. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount of Carbon Reduction Program funds provided to deliver the awarded project as it is defined in the award scope and as approved by JPACT and Metro Council. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in the narrative project description outlined in Exhibit A of Resolution 23-5337 and project refinements in response to comments. Changes in project scopes, schedules, and budget must be requested and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (Please see 2024-2027 MTIP Administration section.) Changes in project scopes must be approved by Metro to ensure federal eligibility requirements and the original intent of the project is still being delivered.

4. All projects will follow the design approach and decision-making process as defined in the [Designing Livable Streets and Trails Guide](#)² (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.
5. All projects will update local network maps and provide relevant network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally, all bicycle and pedestrian projects will implement sufficient wayfinding signage consistent with Metro sign guidelines (Ex. [Metro's Intertwine Design Guidelines](#).)³ and the Manual on Uniform Traffic Control Devices.
6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult [ODOT's ITS compliance checklist](#).⁴
7. All projects implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All local jurisdiction/project sponsors shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will carry out public involvement processes that meet federal Title VI and environmental justice requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the [Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist](#).⁵
10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project to enhance the success and performance of the project. Local jurisdiction/project sponsors must request and receive

² <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

³ <https://www.oregonmetro.gov/sites/default/files/2018/01/05/2017-Intertwine-Trail-sign-guidelines.pdf>.

⁴ <https://www.oregon.gov/odot/Maintenance/Documents/ITS-QualityPlan.pdf>

⁵ http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf

Metro approval to waive the requirement for transportation demand management activities.

11. All projects are expected to measure the progress and performance of the Carbon Reduction Program-funded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.
12. Carbon Reduction Program funds awarded to projects which are not flex transferred to the Federal Transit Administration (FTA) will follow the Federal Highway Administration (FHWA) project delivery process. For non-certified agencies receiving Carbon Reduction Program to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project. Such agencies will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre-Preliminary Engineering or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

Conditions applied to specific projects and programs:

To be developed upon TPAC's allocation recommendation for Carbon Reduction Program funds.

Memo

Date: April 28, 2023
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: 2023 RTP Update: Status Report and Next Steps

PURPOSE

The purpose of this memorandum is to update the Transportation Policy Alternatives Committee (TPAC) on 2023 Regional Transportation Plan (RTP) update and related work, and the timing of upcoming discussions that will lead to adoption of the 2023 RTP and the Regional High Capacity Transit Strategy before the current plan expires on Dec. 6, 2023. Planned upcoming discussions for 2023 are provided in **Attachment 1**.

ACTION REQUESTED

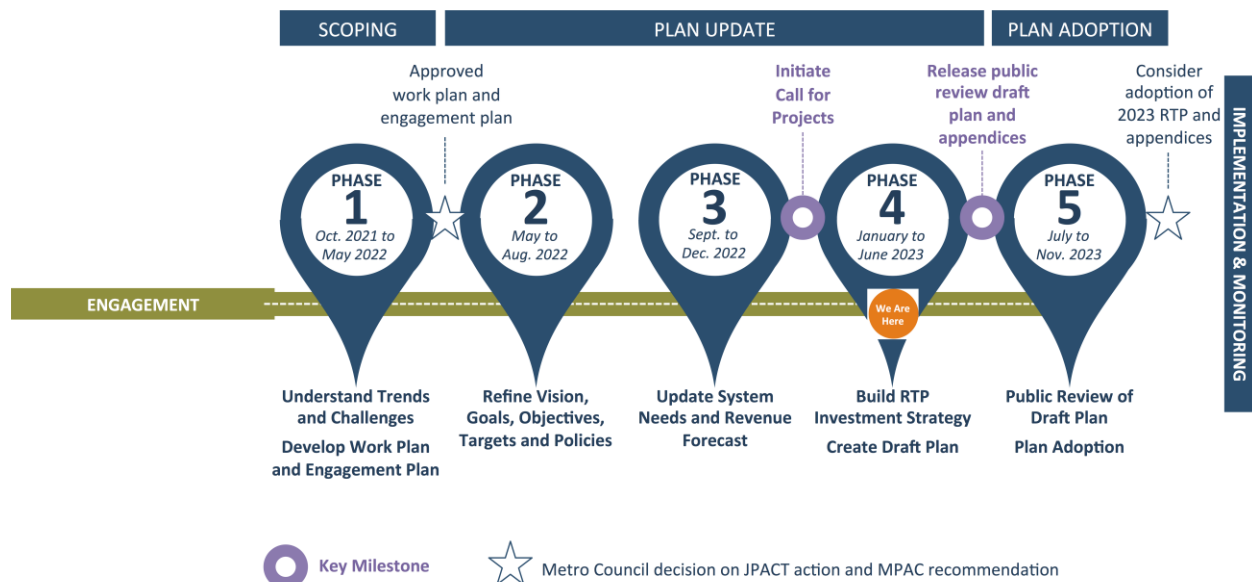
Please note the upcoming deadline of May 24, 2023 by which all agencies who submitted a project for consideration in the RTP are expected to:

- **Send a letter of support from their Board or Council or other governing body that endorses those projects for consideration in the RTP.** Some agencies have already submitted their respective endorsement letter.
- **Send a list of refinements (if any) to the projects submitted to the 2023 RTP.** Refinements may include technical corrections, updates to estimated costs, project descriptions, design features, implementation timing, removing projects, and other revisions in response to public and policymaker feedback and/or findings from the technical analysis. Any refinements to the project list must be within the financially constrained cost targets.

Please send the letters of support and list of refinements to Lake McTighe (lake.mctighe@oregonmetro.gov) and Ally Holmqvist (ally.holmqvist@oregonmetro.gov).

BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The timeline for the update is shown in Figure 1.



A summary of the work underway and upcoming discussions and engagement activities follows.

Draft project list development, evaluation and refinement

- **Call for Projects completed in February.** Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT).
- **Project list information is available online in a variety of formats for partners, policymakers and the public:**
 - **RTP project list summaries** are provided in **Attachment 2**. The summaries include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the project list assessment and system analysis being conducted.
 - **Online survey on project priorities through May 1 at:**
<https://metroquestsurvey.com/ly48e>
 - **Interactive map** of the projects submitted is available online at:
<https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>
 - **Interactive Airtable** that presents information about each project in tabular form, including a description, estimated cost, timing and the high-level assessment results. The Airtable can be found at:
<https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxggFif/viwTeTj2keSfc0D0m>
 - **An excel workbook that contains the results of the high-level project list assessment** is available here:
<https://oregonmetro.sharefile.com/d-s45a9a9bbb1594d54abbe709412aaadd0>
The workbook also contains the results of a federally-required environmental assessment¹ that will be summarized in Appendix F of the 2023 RTP.
 - **An excel workbook of the projects and all the information submitted** by jurisdictional partners can be downloaded here:
<https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

Links to all of these resources are also available on the project website at:

oregonmetro.gov/rtp

- **Governing body endorsements of project list submissions due by May 24.** All agencies, cities and counties that submitted a project for consideration in the RTP must have their governing body (e.g., Board, Commission, Council) endorse those projects by providing a letter of support to Metro by May 24. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

¹ In accordance with federal regulations 23 CFR 450.320 (development of programmatic mitigation plans) and 23 CFR 450.324 (development and content of the metropolitan transportation plan) Metro developed the 2023 Regional Transportation Plan (RTP) environmental assessment and mitigation activities. **This is not a NEPA analysis.** The purpose of the assessment is to identify vegetation, aquatic, and terrestrial wildlife species and habitat, wetlands, floodplains, and other biological, Tribal, and historic resources that projects intersect with and may be affected by projects in the plan and identify potential mitigation activities to address the potential environmental impacts of future transportation projects.

- **Project list refinements (if any) due by May 24.** Agency partners are requested to send Metro staff a list of changes (if any) by this date to allow time for Metro staff to prepare a revised draft project list for the June TPAC, JPACT and Metro Council meetings. Metro staff will update RTP Hub to reflect these changes in coordination with agency staff.

This step in the process is an opportunity to make technical corrections and to make changes to advance regional goals. Refinements may include technical corrections, updates to estimated costs, project descriptions, design features, implementation timing, and other revisions in response to findings from the technical analysis and/or feedback received from the public, policymakers' or an agency's governing body. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **High-level project list assessment completed.** This assessment takes a simple, yes-or-no approach to reviewing whether individual RTP projects have certain features that support RTP goals, and on the share of the RTP spending devoted to different types of projects. As noted in the previous section, an excel workbook that contains the results of the high-level project list assessment is available to download. Attachment 2 also contains summaries of the assessment findings.
- **System level performance evaluation continues.** The system analysis is focused on assessing how the overall package of projects advance regional goals and make progress towards the regional performance targets. This includes detailed equity, environmental and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. The system evaluation will be presented in May, and Metro staff will continue to refine results for some measures over the summer, as described in the policy and technical work section below. A separate memo summarizes initial findings from the system analysis that will continue in May.

The high-level project list assessment and system analysis in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft RTP and projects lists for public review.

Engagement and outreach

- **Public engagement and outreach activities continue.** Several activities are underway, including:
 - Community partnerships (through November 2023).** Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners have engaged people of color, youth and other marginalized communities 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 primarily engaged community members in the draft project list and the High Capacity Transit Strategy.
 - **In-language community forums:** Metro worked with community engagement liaisons to hold four in-person culturally specific forums in Chinese, Vietnamese, Spanish and Russian languages that included participants from all three counties. These are communities who are typically underrepresented in online survey feedback. The forums focused on receiving feedback on similar questions to those in the online survey including near-term investment priorities. The forums also provided opportunities to hear community members experiences traveling around the region and their ideas for improving the system.
 - **Online interactive public survey (April 3 – May 1, 2023).** A third interactive public survey for the 2023 RTP provided an opportunity for the public at-large to provide feedback on the

RTP goal areas and the draft project list. The survey was promoted through Metro's email lists, website, social media and project partners. As of 4/28/23, more than 800 people responded to the survey.

Community Leaders Forum (April 13, 2023). Metro convened community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level assessment of the draft project list. 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 July.

Consultation meetings with Tribes and Federal, State and regional agencies (multiple dates in April and May 2023). Metro consulted with Tribes, in coordination with Metro's Tribal Liaison, resource agencies, and with Federal, State regulatory agencies to share process information and review the draft RTP goals and policies, project list and the technical analysis completed to date, including 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 during the scoping phase in 2022.

Business Leaders Forum (May 25, 2023). Metro is partnering with the Portland Business Alliance to convene businesses and business organizations from across the region to discuss the draft RTP project list and findings from the technical evaluation and from the [Regional Freight Delay and Goods Movement Study](#). Feedback received at 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.

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.

Policy and technical work

- **Update to the Regional High Capacity Transit Strategy continues.** The HCT Working Group reviewed a draft HCT Strategy report on April 19. The draft was informed by feedback received through advisory committee meetings, the HCT Vision Tiers survey, and outreach events conducted through the joint RTP community-based organization contracts between January and March. A summary of this and other feedback received throughout the update process is being prepared as a forthcoming Appendix to the report. Additional events in May will identify further community implementation priorities for the vision corridors. Presentations on the feedback received, the draft report, and next steps will be made at County Coordinating Committee and Metro advisory committee meetings in May.
- **Review and update to the Climate Smart Strategy continues.** Work continues to setup the VisionEval (VE) regional model in consultation with the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to support the climate analysis for the RTP. The model is currently being developed to reflect the draft 2023 RTP project list, telework assumptions and new modules developed by ODOT during the Oregon Transportation Plan update, and consider changes to pricing related state-led actions identified in the ODOT Statewide Transportation Strategy (STS). This work aims to reflect the RTP Constrained investments included in the regional travel demand model and policies that are included in the RTP and STS. Specific VisionEval inputs are tested for compliance with the Target Rule and consistency with the travel demand model. Findings and recommendations from this research will be discussed this spring and summer. Staff are working to report draft results of this analysis at the May 10 TPAC workshop and May 11 JPACT/Metro Council workshop.

- **Regional Freight Delay and Commodity Movement Study continues.** Staff continue to work with a Stakeholder Advisory Committee and conduct research exploring how the global pandemic has caused disruptions to the movement of vital commodities, the supply chain, and retail shopping. The study identified regional mobility corridors that are carrying the highest volume and highest value of commodities, and how groups of certain types of commodities like food and electronics flow through the transportation system in the region. The study is exploring how e-commerce is impacting and benefiting the transportation system and regional economy, and how unreliability and mobility on the regional transportation system impacts commodity movement. Presentations on findings and recommendations from this research will continue this spring and summer.
- **Testing of the draft regional mobility policy measures is underway.** ODOT and Metro staff are developing a methodology to calculate initial observed (rather than modeled) travel speed metrics for throughways and regional freight routes designated in the RTP. This work supports further testing and refinement of the draft regional mobility policy and research being conducted in support of the Regional Freight Delay and Commodity Movement Study (CMS) that is underway. This will help inform development of a travel speed methodology for the RTP system analysis that is underway. Staff are developing an approach for reporting VMT/capita regionally and by subdistricts as part of the RTP system analysis. ODOT has also begun work to develop a VMT per capita estimation tool to support statewide implementation of the Transportation Planning Rule. More information about the statewide work and presentations on findings and recommendations from the RTP testing will be discussed at future meetings this spring and summer.
- **Development of the draft 2023 RTP continues.** Since May 2022, TPAC, the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council have developed new and updated policies related to pricing, mobility, climate, and high capacity transit through regular meetings and workshops. Metro staff are now working with TPAC and MTAC to update Chapter 3 of the RTP to incorporate these new and updated policies. Other chapters are also being updated to prepare a public review draft plan. These draft chapters are planned to be available in June, in advance of the public comment period: Chapter 2 (Vision and Goals), Chapter 3 (System Policies) and Chapter 5 (Funding). Other chapters and appendices will be available at the start of the public comment period in July.

Final public review and adoption process

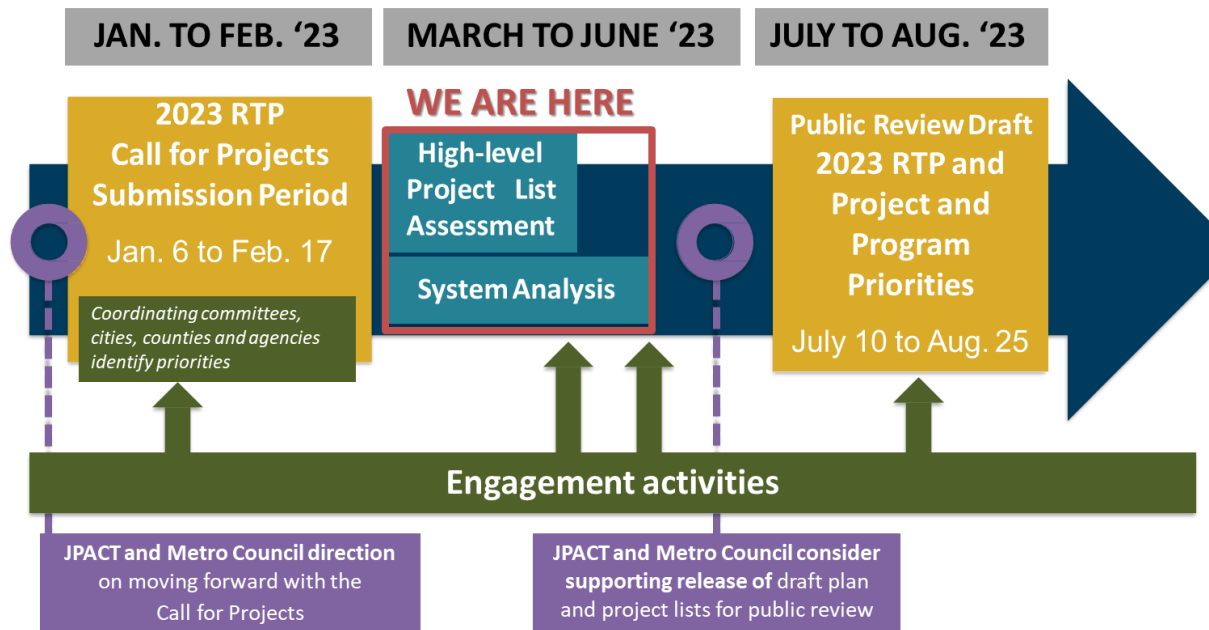
- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 2023 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Council is anticipated to consider final action on 2023 RTP and the HCT Strategy on November 30, 2023.

NEXT STEPS

A summary of key dates and next steps for the 2023 RTP project and program priorities follows. These are also listed in **Attachment 1**.



March-May 2023 Metro conducts outcomes-based technical analysis of the draft project list and system performance and engages members of the public, regional advisory committees, county coordinating committees, policymakers and other stakeholders on the draft project list and the technical analysis, including:

4/3 to 5/1: Online public survey on investments RTP project priorities:
<https://metroquestsurvey.com/ly48e>

5/5 TPAC: 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

5/11 JPACT/Metro Council workshop: RTP project priorities

5/16 Metro Council: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

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

5/24/23 DEADLINE:

1. Agencies that submitted a project for consideration in the RTP must send Metro staff **a letter of support from their Board or Council or other governing body** that endorses those projects by this date.

2. **A list of proposed refinements (if any) to the project list** must also be sent to Metro by this date.

	5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
June	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 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
July 10 to Aug. 25	45-day public comment period on the public review draft plan, draft list of project priorities and the draft High Capacity Transit Strategy 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 (by Ordinance) and High Capacity Transit Strategy (by Resolution)

For more information about the update, visit oregonmetro.gov/rtp.

/Attachments

- **Attachment 1.** Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023 (4/28/23)
- **Attachment 2.** RTP Project List Summaries (4/3/23)

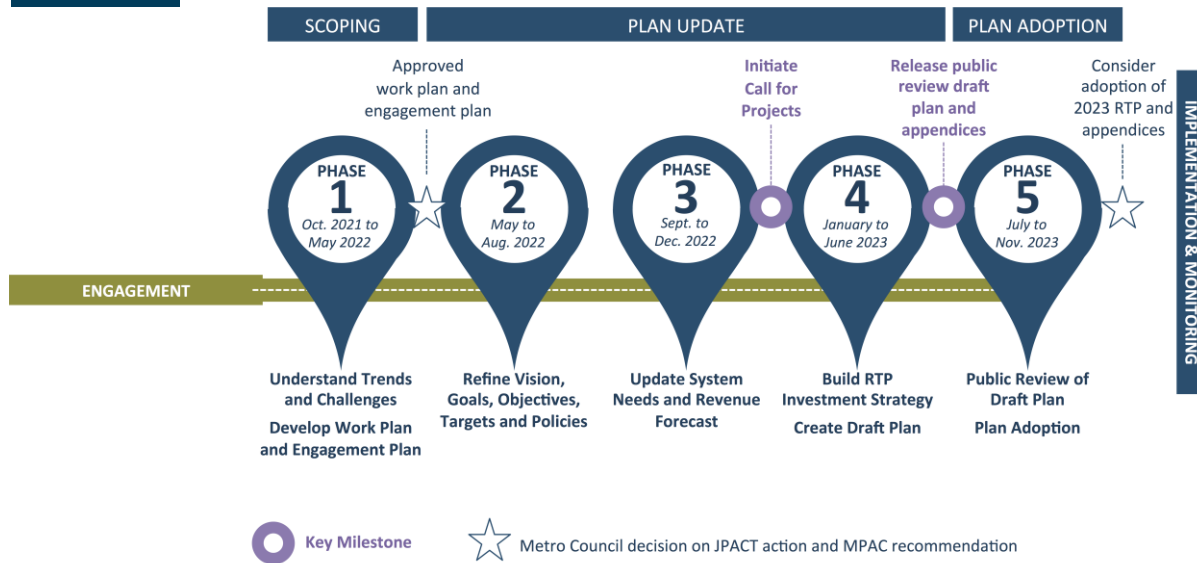


Metro

2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

Dates are subject to change. Activities in gray text have been completed.



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; 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, engagement and the Call for Projects
 - 2/16 JPACT: Update on the Call for Projects and next steps
 - 2/17: RTP Hub information, public engagement form and congestion management process form(s), if applicable, due
 - 2/17: Draft Project Lists 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 (if any) due by May 24
 - 1/6 to 5/24: 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
 - 4/1 to 5/24: Governing bodies may identify project list refinements and communicate them to Metro by 5/24 with endorsement letter. If an endorsement letter has already been submitted, agency staff should inform their respective governing body of any changes.

- **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 – discuss updated draft Ch. 3

- **High-level Assessment of Draft Project List**
 - Prepare for assessment: 1/6 to 2/28
 - 1/6 to 2/28: Develop and test work flow and set up data and tools for assessment
 - Conduct assessment of draft project list across climate, equity, mobility, safety and economy policy outcomes: 3/10 to 3/17
 - Conduct high-level environmental assessment of project list: 3/21 to 3/24
 - 3/16 CORE: RTP Call for Projects status update
 - Consult with Tribes and federal, state, regional and local resource agencies on results of environmental assessment and potential mitigation strategies, in coordination with 2024-2027 MTIP consultations: April
 - Consultation with Natural Resources Agencies and Tribes: 4/18, 4/20
 - Consultation with Federal and State agencies: 4/27
 - Report results of assessment to policymakers, regional advisory committees, county coordinating committees and the public: April-May
 - 4/3 to 5/1: Online public survey on draft project list
 - 4/1 to 4/26: Report on draft project list through briefings to county coordinating committees, and other interested parties
 - 4/7 TPAC: Report on draft project list and preview analysis approach
 - 4/13 RTP Community Leaders Forum: Report on draft project list and assessment results and receive input on project priorities
 - 4/15 Culturally specific community focus groups: Report on draft project list and assessment results and receive input on project priorities
 - 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 4/19
 - Report results of system analysis: May
 - 5/5 TPAC: 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/thresholds
 - 5/11 JPACT/Metro Council workshop: RTP project priorities

- 5/16 Metro Council: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 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
- 5/18 CORE: 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
- 5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
- Discuss regional mobility measures and targets
 - 7/12/23 TPAC workshop: Discuss mobility measures and targets/thresholds and follow-up work on TDM system completion and identification of TSMO key corridors
 - 8/16/23 TPAC/MTAC workshop: Continue discuss of mobility measures and targets/thresholds, if needed
- **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)
 - 6/13 Metro Council: Discussion
 - 6/15 JPACT: Consider action on TPAC recommendation (by Resolution)
 - 6/29 Metro Council: Consider action on JPACT recommendation (by Resolution)
 - 7/10 to 8/25 Public Comment Period: Briefings to Council, Metro technical and policy committees, county coordinating committees, online public comment survey and public hearing
- **Draft Implementation Chapter (Ch. 8)**
 - Prepare draft: March to May
 - Discussions: July and August
 - 7/7 TPAC: Seek feedback on draft Ch.8
 - 7/11 Metro 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
 - 10/19 JPACT: Introduce final 2023 RTP action (Ordinance)

- 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)

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 Strategy¹**

- 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
- 5/10 TPAC: Climate Smart Strategy analysis discussion (as part of RTP system analysis)
- 6/21 TPAC/MTAC Workshop: Climate Smart Strategy discussion

¹ Schedule of discussions to be further refined.



2023 Regional Transportation Plan

Draft project list overview

The attached information summarizes the 2023 Regional Transportation Plan (RTP) draft project list, as well as draft results from the high-level assessment of how projects advance regional goals. This is part of the extensive suite of information that will continue to be developed and is used to evaluate the impacts of the RTP and refine the draft plan.

Introduction

Metro staff are analyzing the draft priority investments and the impacts of the RTP. This information will inform changes and refinements to the draft project list. This overview and the attachments include:

1. **Project list summaries by category** include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the two other types of information discussed below.
2. **High-level assessment** takes a simple, yes-or-no approach to reviewing whether individual RTP projects have certain features that support RTP goals, and on the share of the RTP budget devoted to different types of projects.

This overview includes information that can help the public, agency staff and decision makers understand the plan's investments and impacts. In addition to this information, a quantitative system-level evaluation of how the RTP performs with respect to specific performance measures and targets is in process.

1. Project list summaries

Methods

The Regional Transportation Plan typically summarizes the project list using the following characteristics:

By investment scenario: The RTP contains several different investment scenarios that represent when projects are intended to be built (short- vs. long-term also referred to as 2030 vs. 2045) and whether or not funding is expected to be available to cover the project given other priorities (constrained vs. strategic). This information can help to understand the timing and prioritization of projects. For example a project on the 2030 constrained list is a project the region expects to be able to fund by 2030.

By investment category: Lead agencies assign an investment category to all RTP projects that represents how the majority of project funds will be spent. These categories describe characteristics such as the type of investment (capital vs. maintenance and/or operations), the primary mode of investment (transit and active transportation) or the type of facility involved (throughways vs. roads and bridges). These categories are important for understanding the RTP's investment priorities and also for demonstrating financial constraint (i.e., that the region can be reasonably

expected to have the funding to play for planned investments) since many of the revenue streams accounted for in the RTP are restricted to certain types of projects.

By cost category: The projects in the RTP range in cost from roughly \$1.5 million to \$6 billion dollars. Some investment categories consist of hundreds of smaller projects and some consist of a few large projects. Looking at projects by cost can help to understand how and the RTP is investing in different priorities, and can also help stakeholders strategically identify opportunities to improve the project list.

Project list draft summary results

Attachment A includes materials that Metro staff developed to graphically summarize the draft project list by investment category.

The capital investment categories include:

- *Road and bridge* projects, including “complete street” reconstructions, arterial street connectivity and widening, and highway overcrossings that provide mobility and access for all modes of travel.
- *Throughway* projects that add or reconfigure lanes on throughways, and which may also include improvements to nearby surface streets, active transportation facilities, and transit facilities.
- *Freight access* projects that improve access and mobility for national and international rail, air and marine freight to reach destinations within the region’s industrial areas and to the regional throughway system.
- *Transit capital* projects include high-capacity transit extensions and regional, corridor or site-specific projects to improve speed and reliability of bus and streetcar service.
- *Walking and biking* projects fill important gaps in sidewalks, bikeways and trails to make biking and walking safe, convenient and accessible for all ages and abilities.
- *Information and technology* projects use information and technology to manage travel demand and/or the transportation system and to help people learn about travel options.
- *Megaprojects* include multimodal projects that cost over \$2 billion. The Interstate 5 Bridge Replacement is currently the only project in this category.
- *Other* projects include regional programmatic investments like the Regional Travel Options program.
- *Transit service and operations* projects fund the continued operation of the existing transit network.
- *Transit maintenance* projects fund the maintenance of the existing transit network.
- *Road, bridge, and throughway maintenance* projects maintain the existing roadway network, sometimes including existing on-street active transportation facilities.

Investment scenarios include:

- The *short-term constrained* scenario includes projects that the region can reasonably expect to build between 2023 and 2030 with the funds that are likely to be available during that time period. The highest priority projects in the region typically end up in this scenario.
- The *long-term constrained* scenario includes projects that the region can reasonably expect to build between 2030 and 2045 with the funds that are likely to be available during that time period. This scenario covers twice as many years as the short-term constrained scenario, and its budget is also roughly double the size.

- The *total constrained* or *constrained* scenario includes both the short- and long-term constrained scenarios, and therefore all investments that the region can reasonably expect to fund between 2023 and 2045.
- The *strategic scenario* includes additional strategic priority investments that could be built with additional transportation resources if they became available in the region. These projects are not anticipated to be completed unless new, as of yet identified funding becomes available. Since the financial forecast for the next several years is generally much clearer than for later years, Strategic projects are assumed to be implemented between 2030 and 2045.

2. High-level assessment

Background

The goal of the high-level assessment is to provide decision-makers, agency partners, and community members with information on how the investments included in the draft RTP project list support the RTP vision, goals, and policies. The assessment shows how individual projects, as well as the collective set of RTP projects, advance each of the five RTP goals. The high-level assessment provides information that can help stakeholders understand the extent to which the RTP is prioritizing investments that address these issues. The assessment is not intended to serve as a screen for determining which projects do and don't make it into the RTP. Attachment B includes materials that graphically summarize the high level assessment results.

Methods and measures

The high-level assessment includes ten measures – two for each of the five RTP goal areas (Equity, Climate, Safety, Mobility, and Economy). Each measure asks a simple yes-or-no question that can be answered using maps and analyses from the RTP and the information that lead agencies submit through the RTP call for projects. Metro staff applied the assessment to each of the capital projects and programmatic investments in the RTP. Table 1 summarizes each measure, including the data source and the methodology used to assess RTP projects.

Table 1: High-level assessment measures, data sources, and assessment methods

Brief name	Measure	Data source(s)	Assessment method
<i>Equity</i>			
In equity focus areas	Is the project located in an Equity Focus Area?	Equity Focus Area map , project location	Projects that overlap ¹ an Equity Focus Area receive credit.
Equity projects	Does the project invest primarily in transit or active transportation, or close a gap in the transit or active transportation networks?	Prior regional community engagement on equity, RTP network gap maps, investment category, project location	Projects receive credit if they invest primarily in active transportation or transit. Roadway and freight projects that include bicycle and pedestrian design elements receive credit if they overlap a gap in active transportation networks.
<i>Climate</i>			

¹ For the purposes of the assessment projects get credit whether they fully or partially overlap the geography in question. Metro staff use 40-foot buffers whenever determining whether two different features overlap each other.

Brief name	Measure	Data source(s)	Assessment method
Climate action	Does the project have a high or medium greenhouse gas reduction potential?	Climate Smart Strategy , investment category	Projects in investment categories that align with high-impact Climate Smart strategies receive two points. Projects in investment categories that align with medium-impact strategies receive one point.
Resilience	Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?	Regional Emergency Transportation Route map , Seismic Lifeline maps , project location	Projects that overlap the routes identified in either one of these maps receive credit.
<i>Safety</i>			
Safety projects	Is the project identified as safety project?	Agency identified consistent with RTP definition ²	Projects receive credit if the lead agency identifies a project as meeting the definition of a safety project.
High injury network	Is the project on a high injury corridor or high injury intersection?	High Injury Corridors map, project location	Projects that overlap a high-injury corridor or intersection receive credit.
<i>Mobility</i>			
Fill gaps	Does the project complete a gap in the RTP pedestrian, bicycle transit or motor vehicle networks?	RTP network gap maps, project location, investment category	Projects receive credit if they invest primarily in a given mode and also overlap a gap in that modal network. Roadway and freight projects that include bicycle and pedestrian design elements receive credit if they overlap a gap in active transportation networks.
Design elements	Does project include ADA- pedestrian-, bicycle- or transit-supportive design or TSMO elements?	Agency-identified project design elements	Projects receive credit if they include certain design elements identified through the call for projects (see appendix A).
<i>Economy</i>			
Planned job centers	Is the project located in an area that is prioritized for future job growth?	2040 Growth Concept map , Title 4 Map , Title 6 Map, Metro UGB Expansion History map , project location	Projects receive credit if they overlap with one of the following land use types: <ul style="list-style-type: none"> • 2040 centers and station communities • Industrial / employment areas • UGB expansion areas
Current job centers	Is the project located in an area with higher-than-average job activity?	Economic Value Atlas , project location	Projects receive credit if they fully or partially overlap with an area with higher-than-average job activity. (GIS)

High Level Assessment draft summary results

Attachment B includes materials that graphically summarize the high level assessment results. These results can be used to explore several different questions related to the RTP’s alignment with regional goals.

How urgently is the region investing in different priorities?

To explore this question, compare the amount invested in different project types between the near-term constrained and the long-term constrained scenario. See the graphics titled: “How does the RTP invest in GOAL.” Note the bar charts for the 2030 and 2040 constrained scenarios at the bottom of the page for each goal.

Would more funding help the RTP better meet its goals?

To explore this question, compare the amount invested in different project types between the constrained and strategic scenarios. See the graphic titled: “How are the region’s goals prioritized over time.”

Are there opportunities to improve projects?

Equity, safety, and mobility each contain two complimentary measures – one focused on the project type and one focused on the project’s location with respect to areas of need. To explore this question, see where there is opportunity for more projects in the areas of need. See the graphics titled: “How does the RTP invest in GOAL” and note how much overlap there is between the two measures.

Attachment A:
2023 Regional Transportation Plan Draft
project list summaries by category



DRAFT CONSTRAINED PROJECT LIST

RTP spending by investment category

Capital projects make up 35% of the total constrained project list. Operations and maintenance comprise the remaining 65%. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

DRAFT

REGIONWIDE

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



- 12%** Walking + Biking
- 11%** Transit Capital
- 31%** Roads + Bridges
- 19%** Throughways
- 24%** I-5 IBR Program
- 2%** Freight Access
- 2%** Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



- 58%** Transit Service + Operations
- 10%** Transit Maintenance
- 32%** Throughway+Road+Bridge Maintenance

SHARE OF CAPITAL SPENDING BY PROJECT LOCATION

PORTLAND



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$15.4B**

- 6%** Walking + Biking
- 14%** Transit Capital
- 20%** Roads + Bridges
- 39%** I-5 IBR Program
- 17%** Throughways
- 2%** Freight Access
- 3%** Info + Technology

CLACKAMAS COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$7.2B**

- 12%** Walking + Biking
- 13%** Transit Capital
- 33%** Roads + Bridges
- 37%** Throughways
- 1%** Freight Access
- 5%** Info + Technology

MULTNOMAH COUNTY (NON-PDX)



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$3.0B**

- 12%** Walking + Biking
- 21%** Transit Capital
- 51%** Roads + Bridges
- 1%** Throughways
- 3%** Freight Access
- 12%** Info + Technology

WASHINGTON COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$9.4B**

- 11%** Walking + Biking
- 22%** Transit Capital
- 50%** Roads + Bridges
- 13%** Throughways
- 4%** Info + Technology

\$73.3B
total RTP project spending
[YEAR OF EXPENDITURE \$]

NOTES:

1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
2. Percentages may not add up due to rounding.
3. Road and bridge projects include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
4. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
5. City/county totals do not sum to regional totals because many RTP projects cross county lines. Where this is the case, the entire project cost is included in the totals for each county in which it is located.
6. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/ Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add walking and biking facilities and implement variable rate tolling.

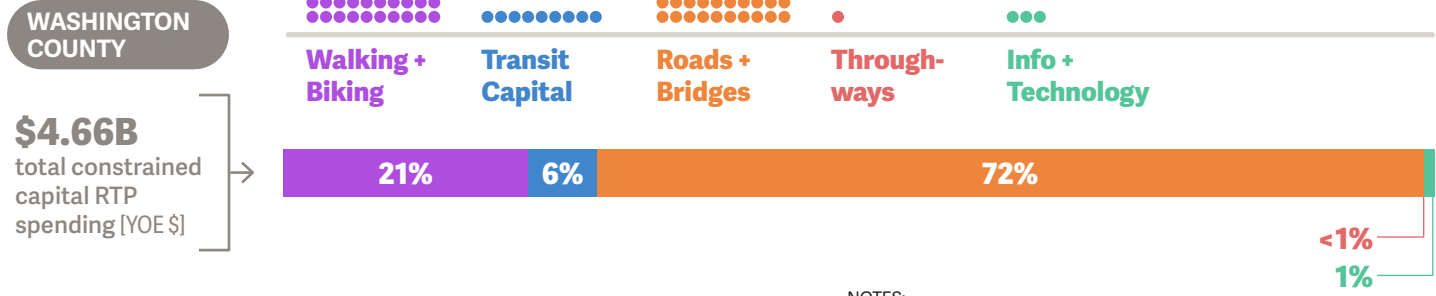
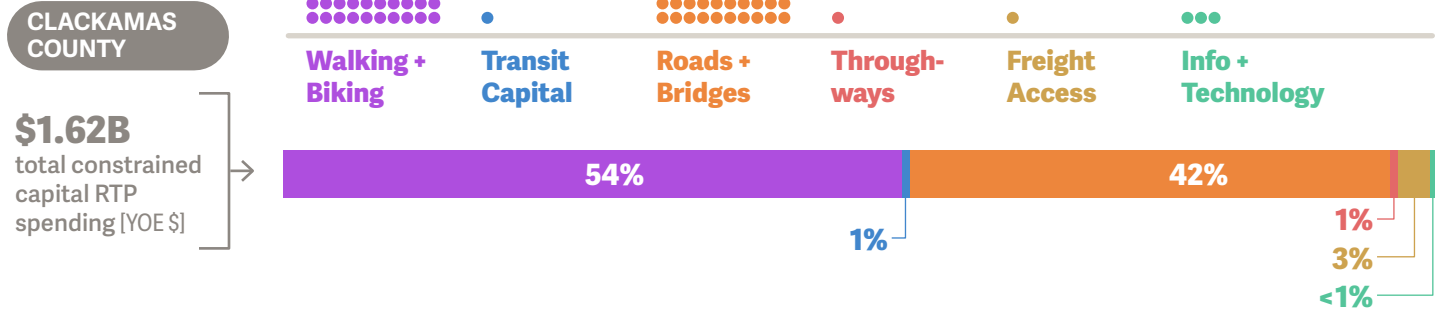
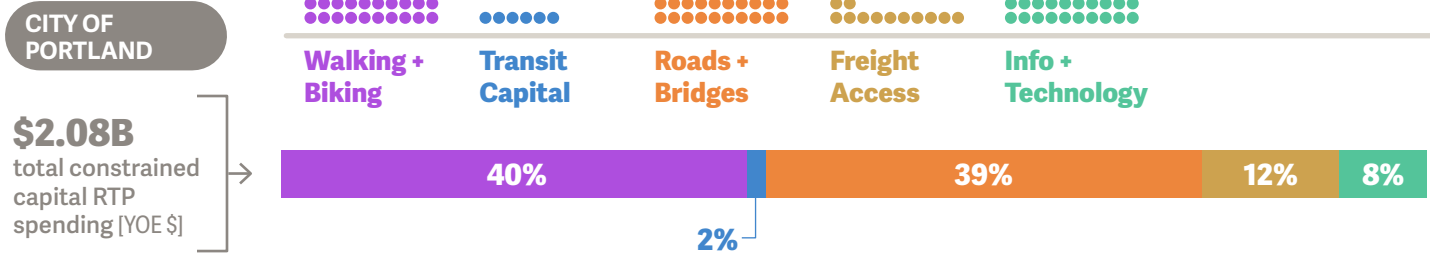
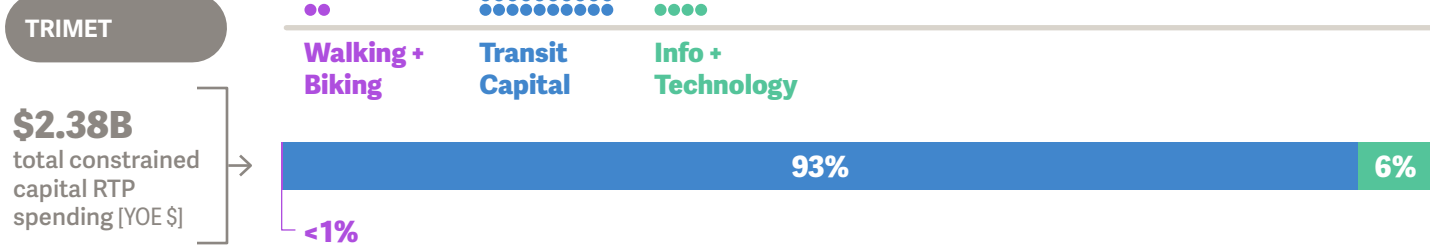
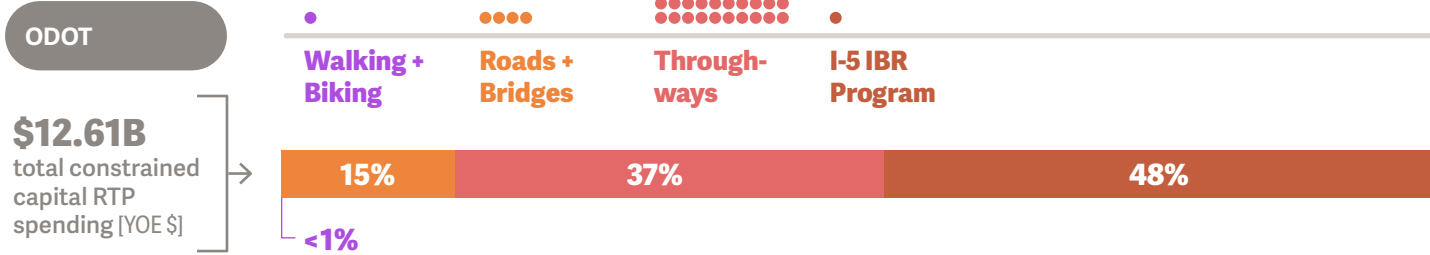


DRAFT CONSTRAINED PROJECT LIST

DRAFT

Nominating agencies: number and cost of capital projects by investment category

The 2023 Regional Transportation Plan will include an updated list of transportation investment priorities for the greater Portland region for the next 20 years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030. The information in this document provides a breakdown of capital projects by nominating agency. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



- NOTES:
- The information is for capital projects only; operations and maintenance costs are not included.
 - County project summaries include cities within the county.
 - Project costs are in year-of-expenditure dollars.
 - The investment category for each project is assigned by the lead agency on the project and represents how the majority of project funds will be spent.
 - Percentages may not add up due to rounding.

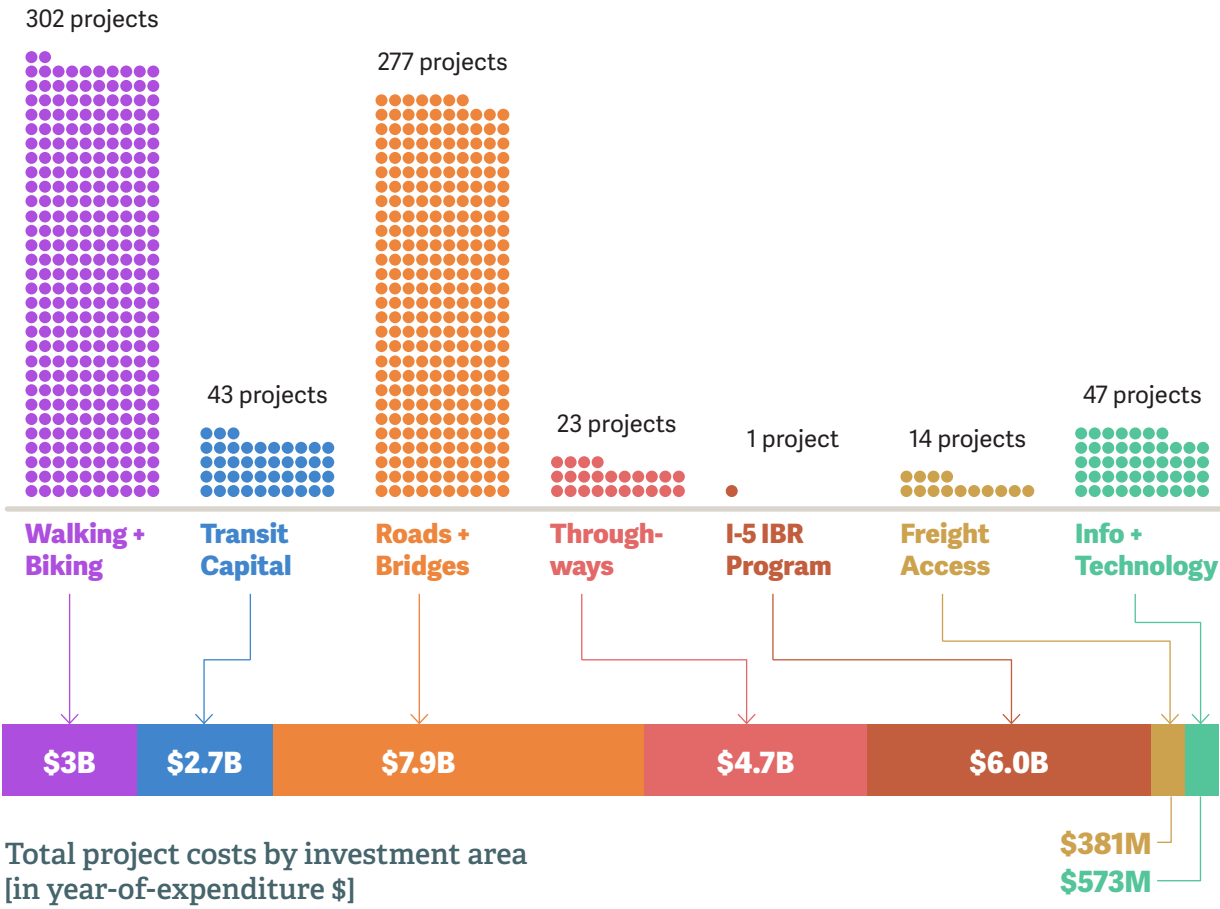
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DRAFT CONSTRAINED PROJECT LIST

Number and cost of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



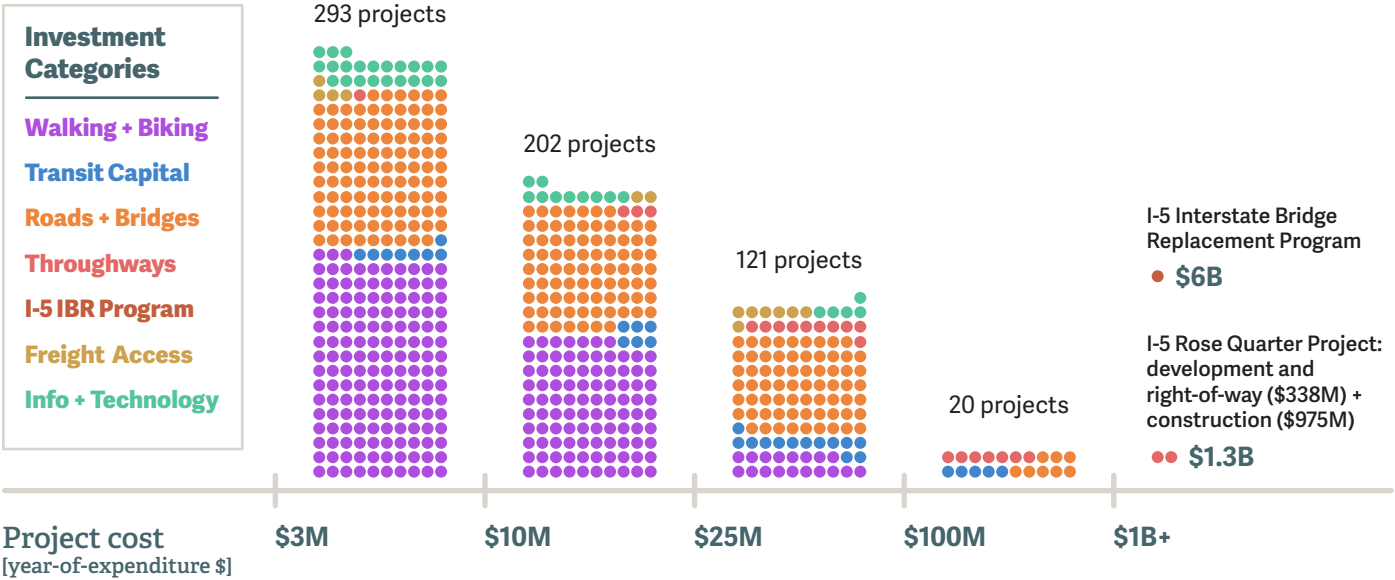
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DRAFT CONSTRAINED PROJECT LIST

Cost range of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



Attachment B:
2023 Regional Transportation Plan
Draft project list high level assessment

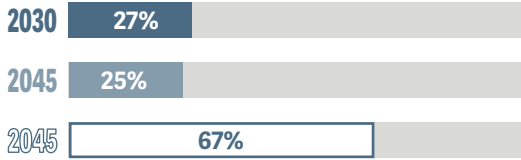


How are the region's goals prioritized over time?

Projects on the 2030 and 2045 project lists can be built with funds the region currently expects to have available. Projects on the 2045 strategic list do not yet have identified funding.

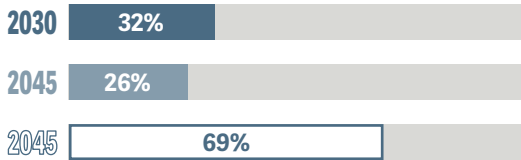


EQUITY

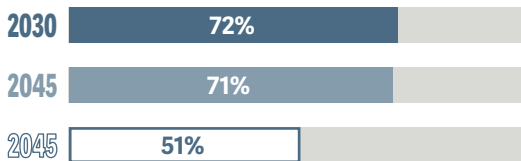


Percent of capital spending* that invests in **bike, pedestrian or transit projects** that are in an **Equity Focus Area**

CLIMATE+RESILIENCE

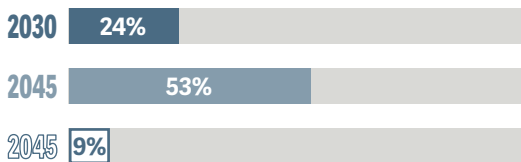


Percent of capital spending* that invests in projects that **are high- or moderate impact climate pollution reduction strategies**



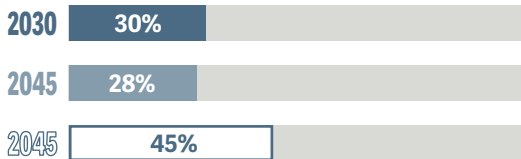
Percent of capital spending* that invests in projects that are located on **emergency/seismic routes**

SAFETY



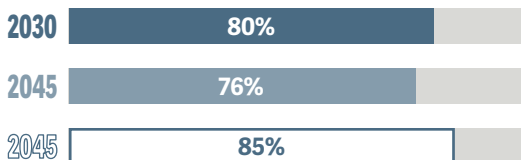
Percent of capital spending* that invests in projects on **high injury corridors or intersections** that **help reduce serious traffic crashes or address other safety issues**

MOBILITY



Percent of capital spending* that invests in projects that complete gaps in **transportation networks** and include **priority elements** (ADA-, pedestrian-, bicycle-, or transit-supportive design)

ECONOMY



Percent of capital spending* that invests in projects located in **economic development priority areas** (2040 center, station community, industrial area, employment area or urban growth boundary expansion area) with **above-average job activity**

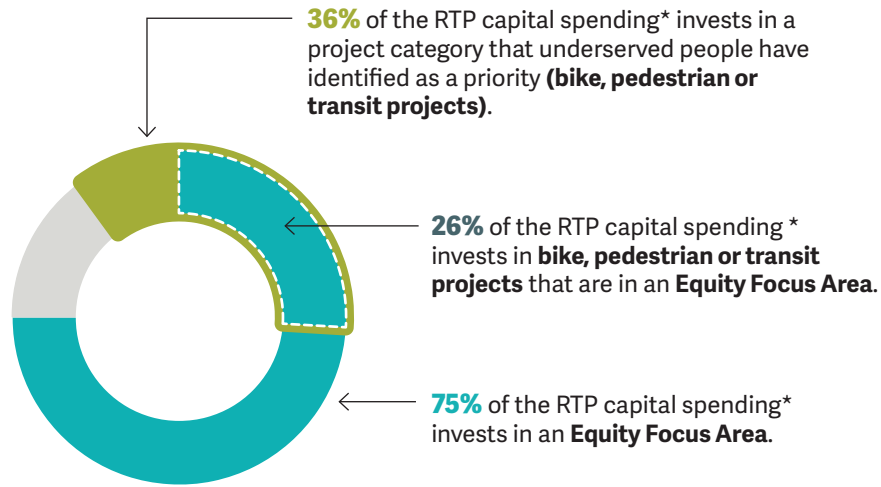
*Only capital projects and programmatic investments in the constrained project list are included in this information.



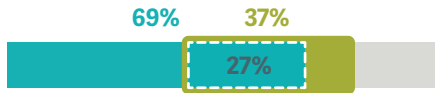
How does the RTP invest in EQUITY?

DRAFT

85%
of the RTP capital spending* invests in EQUITY



2030 PROJECT LIST



79% of the RTP capital spending* invests in EQUITY

2045 PROJECT LIST



88% of the RTP capital spending* invests in EQUITY

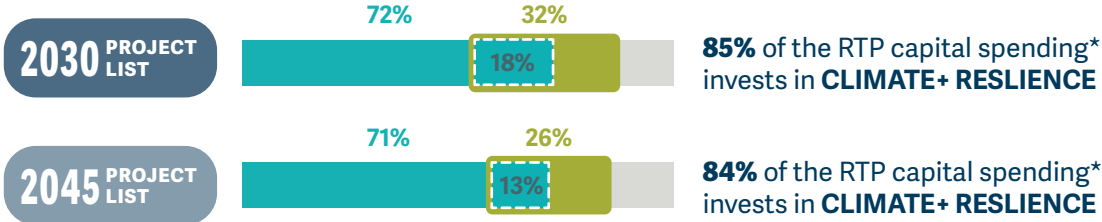
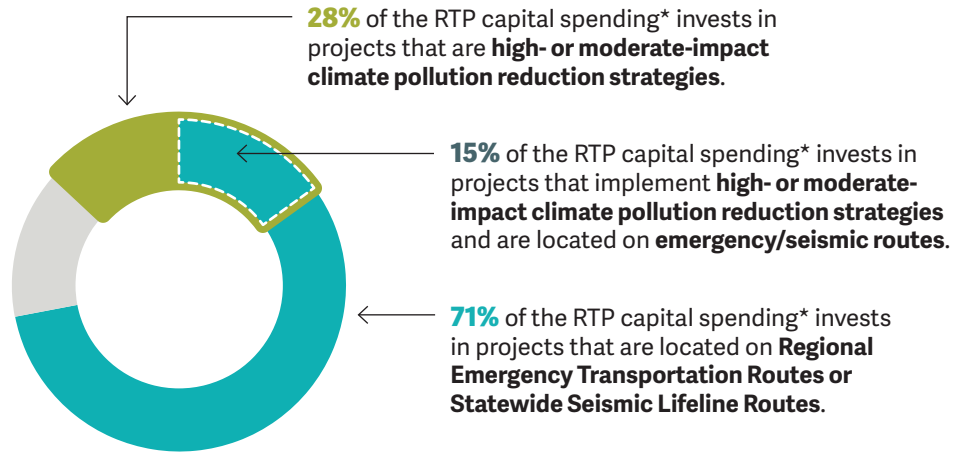
*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.



How does the RTP invest in CLIMATE+RESILIENCE?

DRAFT

85%
of the RTP capital spending* invests in **CLIMATE+RESILIENCE**



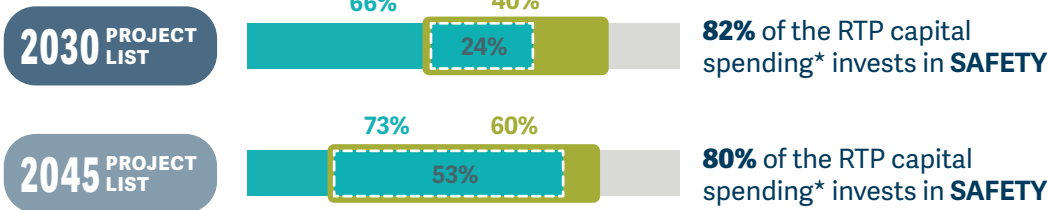
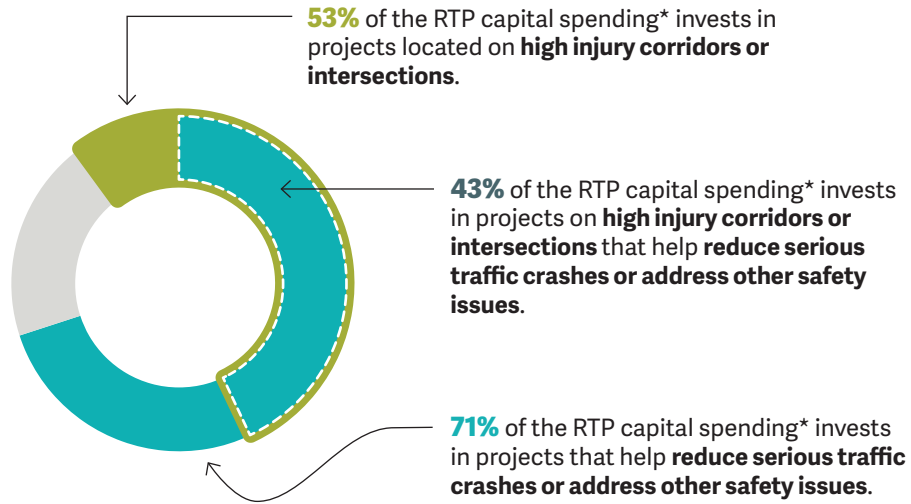
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How does the RTP invest in SAFETY?

DRAFT

80%
of the RTP capital spending* invests in **SAFETY**



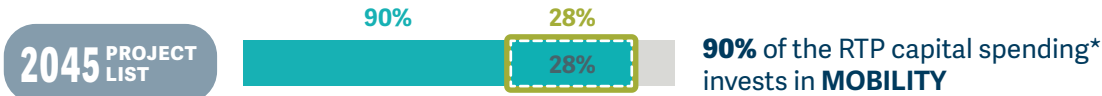
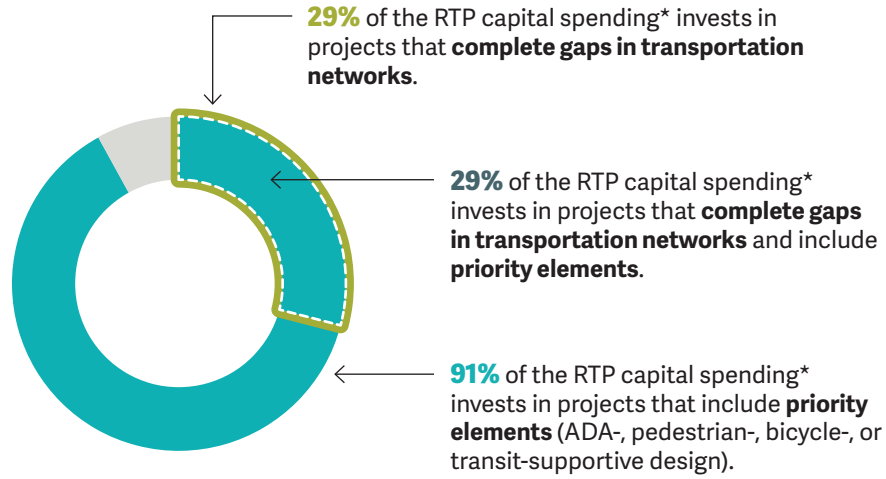
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How does the RTP invest in MOBILITY?

DRAFT

92%
of the RTP capital spending* invests in **MOBILITY**



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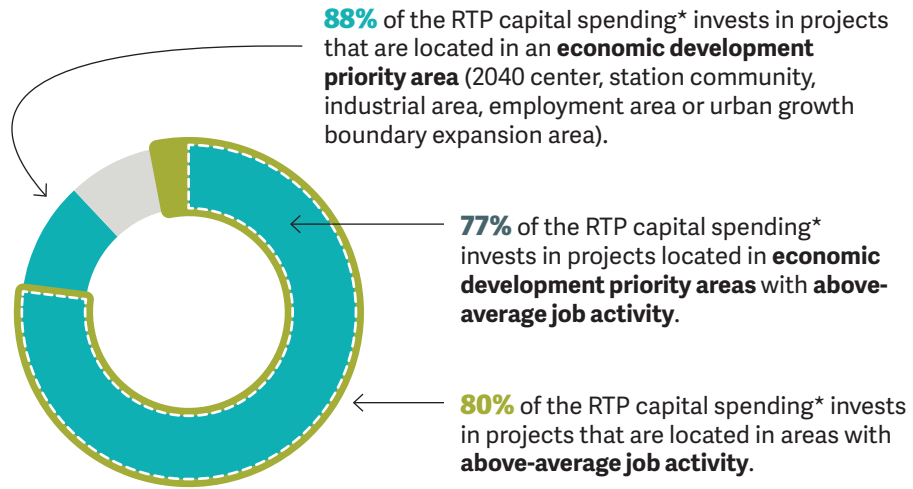


How does the RTP invest in the **ECONOMY**?

DRAFT

91%

of the RTP capital spending* invests in the **ECONOMY**



2030 PROJECT LIST



92% of the RTP capital spending* invests in the **ECONOMY**

2045 PROJECT LIST



90% of the RTP capital spending* invests in the **ECONOMY**

*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.

Memo



Date: May 5, 2023
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Draft 2023 Regional Transportation Plan system analysis results

Purpose

This memorandum presents draft results from the 2023 Regional Transportation Plan (RTP) system analysis. The system analysis was conducted on the draft financially constrained project list. The analysis helps to understand and demonstrate the RTP's impact on meeting regional goals related to mobility, safety, equity, climate and economy. The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The system analysis is part of an extensive suite of information, which also includes public input, the RTP project list summaries and high-level assessment results presented to TPAC in April, that is used to evaluate the impacts of the RTP and finalize the draft plan for public review. Feedback from technical committees on these results helps to inform how they are interpreted and presented in the RTP. The Metro Council, regional policy committees and jurisdictional partners may explore refinements to the RTP project list based on these results and public input on the RTP project list.

Introduction

The following section of this memorandum presents background information on how the region and its transportation network is growing. The remainder of the memorandum consists of sections that summarize the RTP's performance with respect to the five RTP goals: mobility, safety, equity, economy, and climate. With the exception of the section on climate, these sections all follow the same structure. Each begins with a table that summarizes the results for performance measures related to the goal in question. For each measure, the tables include a sentence describing the measure followed by rows with numbers showing the associated target and data on results and targets for the years 2020, 2030, and 2045. The tables use **blue text to indicate where the RTP meets targets**, **orange text to indicate where it doesn't**, and **purple text to indicate mixed results**. The text below the tables **highlights key findings in bold**, provides additional context to help interpret results, and discusses any performance measures or analyses that are still pending.

Metro sometimes cannot estimate results for certain years, and targets sometimes do not apply to all years for which the tables below show data. Blank cells in a table mean that a result or target is not available for a particular year for the measure in question.

Our changing region

The system analysis focuses on how the RTP advances the region toward meeting its transportation goals. That said, other factors like regional population and employment growth and the historical development of the region's transportation system, also influence progress toward these goals. Table 1 summarizes how the region and its travel network are growing and changing.

Table 1: Forecasted changes in regional growth and the travel network, 2020-2045

	2020	2030	2045
<i>Population and employment</i>			
Total population	1,740,943	1,933,475	2,242,128
% change in population vs. 2020		11%	29%
Total households	693,123	794,613	950,634
% change in households vs. 2020		15%	37%
Total employment	985,260	1,050,958	1,210,997
% change in employment vs. 2020		7%	23%
<i>Travel network</i>			
Total road miles	3,723	3,754	3,789
% change in road miles vs. 2020		1%	2%
Total arterial miles	3,491	3,525	3,556
% change in arterial miles vs. 2020		1%	2%
Total lane miles	5,510	5,640	5,776
% change in lane miles vs. 2020		2%	5%
Total throughway lane miles	627	645	663
% change in throughway lane miles vs. 2020		3%	6%
Total transit network miles	1,240	1,275	1,294
% change in transit network miles vs. 2020		3%	4%
Total regional pedestrian network miles	597	646	724
% change in regional pedestrian network miles vs. 2020		8%	21%
Total regional bicycle network miles	626	800	802
% change in regional bicycle network miles vs. 2020		28%	28%
Total regional trail network miles	247	273	330
% change in regional trail network miles vs. 2020		11%	34%

This information – which comes from the regional growth distribution adopted by the Metro Council for the RTP and other local and regional planning efforts, and from the project information that agency partners submit to the RTP – forms part of the background assumptions that Metro uses to analyze the impact of the RTP on regional goals. It highlights how the region is growing and changing and provides additional context for interpreting some of the results above.

The region is forecasted to grow significantly between now and 2045. During that time, the region's population is anticipated to grow by 29 percent, while employment grows by 23 percent. Though the COVID-19 pandemic slowed population and job growth in the Portland

region and in many other major metro areas, this growth is expected to pick up again in the future. Population and employment growth has a strong influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region's goals are to improve access to jobs and reduce travel times on key corridors regardless of how much growth occurs, but all other things being equal these goals are harder to achieve when the region is growing more rapidly. Comparing the change in these performance measures to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes shown in the system analysis.

The motor vehicle network is much more extensive than other networks. The system analysis focuses on measuring system completion for different networks and in different communities where RTP policies prioritize investment. This is an important way of understanding the RTP's progress toward the region's vision for the transportation network, but those visions always build on the existing network, which was built over several decades during which transportation agencies primarily focused on moving vehicles. Table 1 summarizes the current extent of different networks and the planned growth of those networks under the RTP. It illustrates why so many of the goals described above focus on completing the transit and active transportation networks – as of 2020, all those networks are less than a third of the size of the region's road network, and that is still the case in 2045 even with the RTP prioritizing transit and active transportation investments.

Mobility

Table 2: Summary of draft system analysis results: mobility

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.</i>						
Transit mode share	4.1%		4.5%		5.4%	12.2%
Pedestrian mode share	7.5%		7.5%		7.8%	22.6%
Bicycle mode share	3.7%		3.8%		3.9%	11.1%
<i>The RTP prioritizes improving access to jobs via driving and transit relative to the base year.¹</i>						
% of regional jobs accessible by transit	7%		8%	7%	8%	7%
% of regional jobs accessible by driving	41%		42%	41%	37%	41%
<i>The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.</i>						
% of regional jobs accessible by transit	7%	41%	8%	42%	8%	37%
<i>The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks.</i>						
% of the motor vehicle network that is complete	98%	100%	99%	100%	99%	100%
% of the transit network that is complete	70%	100%	72%	100%	73%	100%
% of the pedestrian network that is complete	57%	100%	62%	100%	69%	100%
% of the bicycle network that is complete	55%	100%	60%	100%	66%	100%
% of the trail network that is complete	43%	100%	48%	100%	58%	100%
<i>The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.</i>						
% of the pedestrian network near transit that is complete	63%	57%	68%	62%	74%	69%
% of the bicycle network near transit that is complete	60%	55%	66%	60%	71%	66%
<i>The RTP seeks to improve mobility by filling gaps in the transportation network and by designing the transportation system for multimodal travel.</i>						
% of the capital RTP spending invested in projects that fill gaps in the transportation network			30%		29%	
% of the capital RTP spending invested in projects that include multimodal design elements			95%		91%	
% of the capital RTP spending invested in projects that fill gaps and include multimodal design elements			30%		29%	

Since the RTP is a transportation plan, it has many different performance measures related to mobility, including three new measures to support the regional mobility policy – system completeness, throughway reliability, and vehicle miles traveled (discussed in the climate section). For some of these measures the RTP meets performance targets, whereas for other measures it falls short.

¹ Access to jobs analysis involves measuring the average number of jobs that are accessible via 45 minutes via transit and 30 minutes via driving during peak travel hours across all of the travel analysis zones used in Metro’s travel model. See the equity section below for more detail on the type of jobs and destinations that are captured in this analysis.

The RTP does not meet the region's targets to triple transit, walking and bicycling mode share. Metro's travel models forecast that the investments in the RTP help to increase the share of trips that people make using these modes, but only by small amounts. Transit mode share is forecast to grow by 1.3% between 2020 and 2045 – a relative increase of over 30% – which is significant, but still far short of adopted targets. Walking and bicycling mode shares increase by much smaller amounts than transit mode shares.

The RTP generally improves access to jobs. The percentage of the region's jobs that are accessible by transit increases between 2020 and 2045. Access to jobs by transit also increases between 2020 and 2030, but then it declines between 2030 and 2045. Generally, the investments in the RTP help to keep both roads and transit vehicles moving more efficiently, which increases access to jobs. Increasing congestion near some job centers appears to be contributing to declining motor vehicle access to jobs in the later years of the plan.

Driving currently offers much better access to jobs than transit does, and the RTP does not change this. The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destinations as transit does depending on when you are traveling, where you want to go, and where within the region you are starting from, and the RTP does not change the fact that driving offers much better access than transit does. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to offer the same level of access as driving does. Providing equal access via transit and driving is an aspirational goal for the greater Portland region – and almost any other U.S. city – due to a decades-long history of auto-oriented development, but closing the gap between transit and driving access has far-reaching benefits for the region.

None of the region's transportation networks are complete, but the motor vehicle network is much closer than others. A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks. Completing all networks in the RTP is important to meeting goals, but the fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Additional work is being completed by Metro staff to develop approaches for defining system completeness for transportation system management and operations (TSMO) network and transportation demand management programs.

The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority. The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps

in regional transportation networks. Increasing this share could help the RTP better complete the transportation system.

The updated mobility policy establishes a new performance measure, **travel reliability on throughways**, which acknowledges the need to balance vehicle throughput and mobility on throughways while prioritizing multimodal mobility on arterial streets. The proposed threshold is for **no more than four hours in a day where the average speed falls below 35 mph on the RTP throughways**. If average speeds fall below 35 mph for four hours in a day, **it does indicate the system is failing at that location**. Research shows that throughput is maximized around 30-35mph. When speeds drop below that range the system quickly breaks down.² Metro staff are currently working to develop results for this measure, as well as maps that illustrate which throughways experience more than four hours in a day where the average speed falls below 35 mph.

Safety

Table 3: Summary of draft system analysis results: Safety

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to reduce serious crashes to at or below the levels necessary to maintain progress toward the region's goal of eliminating serious crashes by 2035.</i>						
Number of fatalities	93	52				
Fatalities per 100 million vehicle miles traveled	0.9	0.5				
Number of serious injuries	512	384				
Serious injuries per 100 million vehicle miles traveled	4.8	3.6				
Number of non-motorized fatalities and serious injuries	129	95				
<i>The RTP seeks to advance safety by funding projects that benefit safety in the most dangerous locations on the region's transportation network.</i>						
% of the capital RTP spending invested in projects identified as safety projects			66%		71%	
% of the capital RTP spending invested in projects located on high injury corridors or intersections			40%		53%	
% of the capital RTP spending invested in safety projects that are located on high injury corridors or intersections			24%		43%	

The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. Table 3 shows baseline 2020 results for several different indicators that examine different types of crashes (fatal crashes, serious injuries, and non-motorized crashes involving vulnerable users) using different indicators (both rates and absolute values). **By every safety measure that the RTP tracks, the region's streets are getting less safe**, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

² https://www.oregonmetro.gov/sites/default/files/2023/03/01/Regional-Mobility-Policy-Update-Reliability-Research-Process_0.pdf.

The needs assessment and Urban Arterials Brief prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the results above.³ Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.⁴

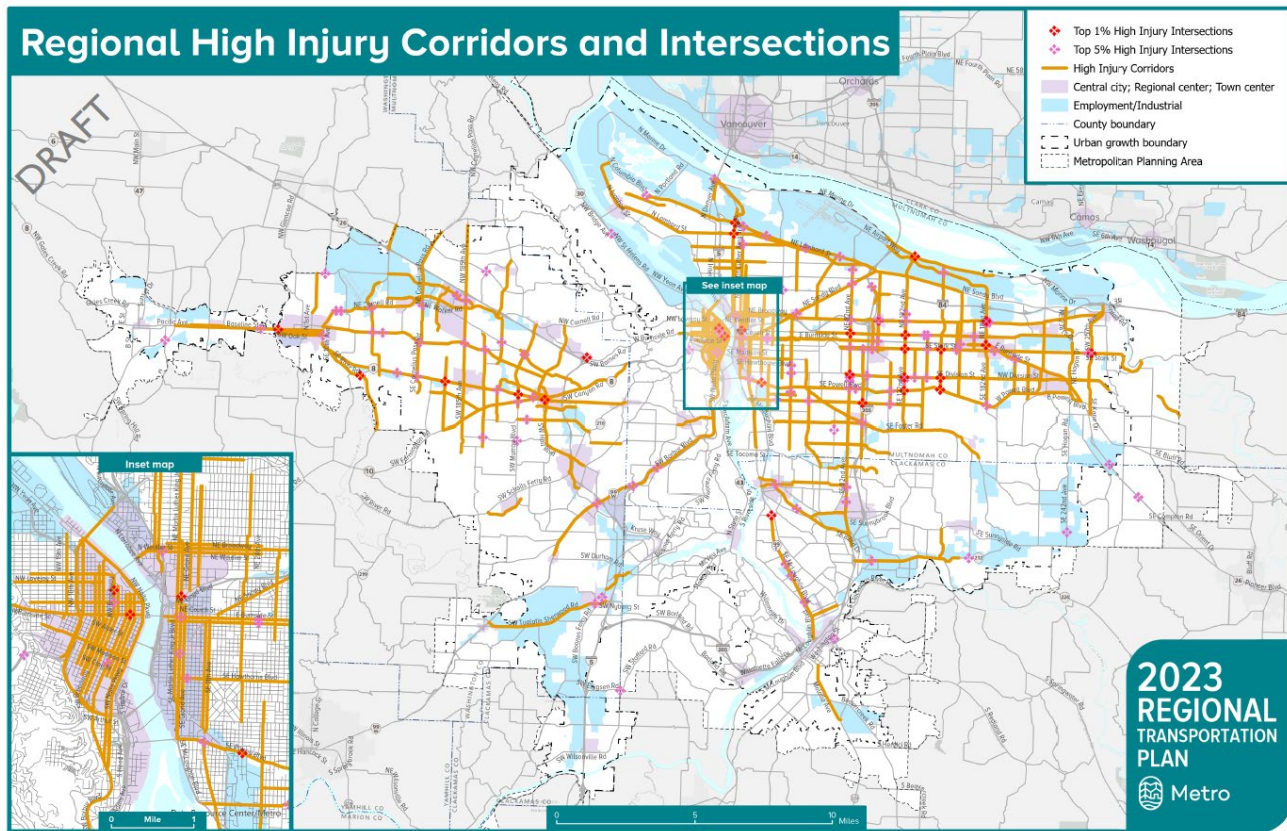
More than two thirds of capital funding in the RTP goes to projects that lead agencies identified as safety projects, and roughly half of the capital budget goes toward projects that are on the high-injury network, which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur.⁵ However, a smaller share of the near-term (2023-30) RTP spending is devoted to these projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety. Figure 2 shows the high injury network that is used in these safety analyses.

³ <https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf> and <https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

⁴ Tyndall, Justin. "Pedestrian Deaths and Large Vehicles." *Economics of Transportation*, Volumes 26–27, June–September 2021. <https://www.sciencedirect.com/science/article/abs/pii/S2212012221000241?via%3Dihub>, and Monfort, Samuel S.; Mueller, Becky C. "Pedestrian injuries from cars and SUVs: updated crash outcomes from the Vulnerable Road User Injury Prevention Alliance (VIPA)." *Traffic Injury Prevention (TIP)*, Insurance Institute for Highway Safety, May 2020. <https://www.iihs.org/topics/bibliography/ref/2203>.

⁵ For a map of High Injury Corridors and intersections, see <https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>.

Figure 1: Draft 2023 RTP high injury corridors and intersections



Equity

Table 4: Summary of draft system analysis results: equity

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>Safety is a critical issue for marginalized travelers. The RTP aims to reduce crashes in equity focus areas to at or below the levels observed in other communities.</i>						
Serious crashes in Equity Focus Areas (EFAs)	65%	35%				
Pedestrian- and bicyclist-involved crashes in Equity Focus Areas (EFAs)	75%	25%				
<i>The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.</i>						
% of the pedestrian network that is complete within EFAs	70%	45%	76%	49%	81%	58%
% of the pedestrian network near transit that is complete within EFAs	73%	53%	78%	56%	83%	64%
% of the bicycle network that is complete within EFAs	61%	49%	68%	53%	75%	58%
% of the bicycle network near transit that is complete within EFAs	64%	55%	72%	60%	77%	65%

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).⁶</i>						
% of regional jobs accessible by transit in equity focus areas	8%	5%	9%	5%	11%	5%
% of regional jobs accessible by driving in equity focus areas	42%	40%	43%	40%	40%	33%
<i>The RTP seeks to advance equity by funding projects that benefit equity in the communities that have the greatest needs.</i>						
% of the capital RTP spending invested in equity projects (transit or walk/bike investments)			69%		75%	
% of the capital RTP spending invested in projects located in equity focus areas			37%		36%	
% of the capital RTP spending invested in equity projects that are located in equity focus areas			27%		26%	

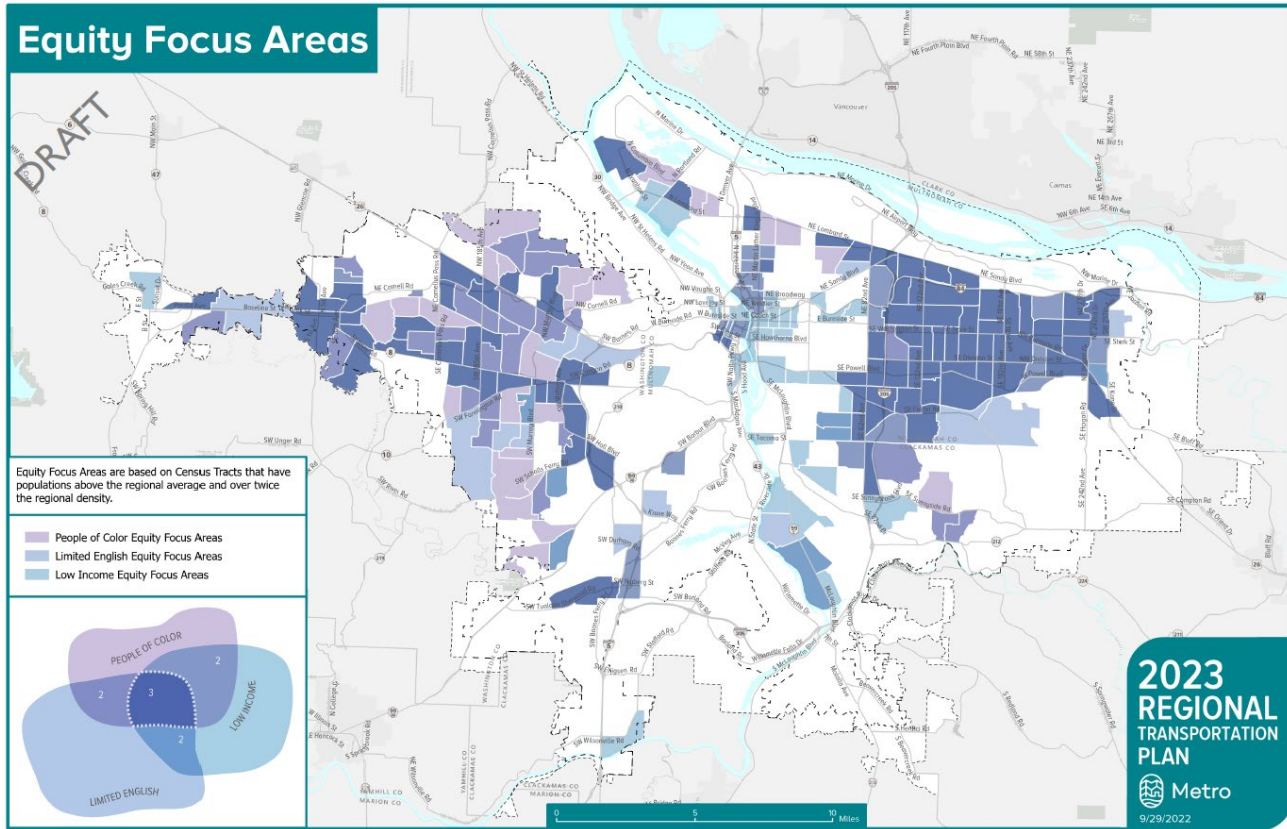
The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs. The region’s bicycle and pedestrian networks are currently more complete in the Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated, and the RTP continues to invest in completing those networks. However, recent data shows that these areas continue to experience three times the number of crashes that involve people walking and biking – who are particularly vulnerable to death and injury during crashes – and almost twice as many fatal and serious injury crashes as other parts of the region.

Similarly, **people living in EFAs currently enjoy significantly better access to jobs via transit and driving than people living in non-EFAs**, and the RTP continues to improve access to jobs in these communities relative to others. However, despite continued efforts to grow transit service during this and previous RTP cycles, **driving in general continues to offer much more efficient and convenient access to jobs than transit does.** Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit than other people are. This suggests that an equitable transportation system is one in which transit offers the same level of access to jobs as driving – and even with the investments in the RTP the region still falls short of providing equal access via driving and transit.

⁶ The results shown here measure access to all jobs during peak hours. Community feedback has emphasized that marginalized people particularly prioritize access to community places such as schools, grocery stores and community services and access to jobs that they are qualified for, and that marginalized people are less likely to commute during peak hours and more likely to need to travel throughout the day. Metro staff analyzed access to jobs by wage level and access to community places, and also access during off-peak periods. All of these analyses show the same basic patterns as the results in Table 7.2 – access to destinations via transit and auto is slightly better in equity focus areas than in other communities, and access to destinations via auto is much higher than access via transit – and this memorandum does not reproduce those results in order to conserve space. The final RTP will include complete results of the accessibility analysis.

Over two thirds of RTP capital spending goes toward projects that invest in the transportation equity needs identified by EFA residents, and over one third goes toward projects in EFAs, with a slightly higher share of long-term funding than near-term funding devoted to these priorities. Figure 2 shows the equity focus areas that are used in these analyses.

Figure 2: Draft 2023 RTP Equity Focus Areas



Economy

Table 5: Summary of draft system analysis results: economy

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target
<i>The RTP aims to decrease driving and transit travel times along regional mobility corridors relative to the base year.</i>						
% change in average mid-day corridor ⁷ travel times vs. 2020 - driving			0.7%	0%	3.7%	0%
% change in average evening peak corridor travel times vs. 2020 - driving			1.5%	0%	3.8%	0%
% change in average off-peak corridor travel times vs. 2020 - transit			-3.4%	0%	-3.8%	0%
% change in average evening peak corridor travel times vs. 2020 - transit			-1.2%	0%	-1.6%	0%
<i>The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.</i>						
% of the pedestrian network that is complete within centers, station communities, and mixed-use areas	74%	57%	77%	62%	80%	69%
% of the bicycle network that is complete within centers, station communities, and mixed-use areas	63%	55%	69%	60%	74%	66%
% of the pedestrian network that is complete within employment and industrial areas	39%	57%	44%	62%	52%	69%
% of the bicycle network that is complete within employment and industrial areas	55%	55%	58%	60%	64%	66%
<i>The RTP supports the economy by prioritizing by filling gaps in the transportation network and by designing the transportation system for multimodal travel.</i>						
% of the capital RTP spending invested in projects located in planned job centers and growth areas			89%		88%	
% of the capital RTP spending invested in projects located in areas that currently have higher-than-average concentrations of jobs			83%		80%	

The RTP achieves **mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region’s centers, but driving times along these corridors increase**, particularly in 2045, due to increased congestion. However, travel times increase at a much slower pace than the region’s population and employment grows (under 4% by 2045, compared to 29% growth in population and 23% growth in jobs), which

⁷ Metro uses mobility corridors that link different regional centers for the purposes of travel analysis (<https://www.oregonmetro.gov/mobility-corridors-atlas>) and forecasts driving and transit times between key destinations along each corridor using its travel model. The averages presented for this metric are based on the longest-distance route along each corridor for which forecasted both driving and transit travel times are available, and, in the case of peak-hour results, the route corresponding with the direction of peak travel.

suggests that the RTP helps traffic move more efficiently along these corridors than it would otherwise given the pressure that new growth and new trips put on the transportation system.

In order to help workers take advantage of the faster and more frequent transit connections that the RTP provides, the RTP must also complete the bicycle and pedestrian networks in the communities where jobs are located. Doing so gives transit commuters safe and convenient connections from transit stations to their places of work. **The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas** where many of the region's office, service, and other jobs are located, and the RTP continues to prioritize investment in these areas. However, even with the investments planned in the RTP, **the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment and industrial areas that are home to many of the region's manufacturing and transportation jobs as it is in the rest of the region.** Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments. However, completing these networks, especially the pedestrian network, can help transit riders safely and conveniently complete the last mile of their commutes.

The RTP invests heavily in projects that are located both in planned job centers and in the places where jobs are currently concentrated, which reflects a continued emphasis on investing in transportation facilities that support current and planned growth.

The RTP also uses **freight-related performance measures** to examine economic performance, and the 2023 RTP update will include versions of the travel reliability measure discussed in the Mobility section that are focused on examining the variations in travel times and speed on the regional freight network. Metro staff are working to update these measures through the Freight and Commodities Movement Study. Staff will share freight performance measure results with RTP policy and technical committees as part of the Freight and Commodities Movement Study results in July 2023.

Climate and environment

The RTP uses three performance measures to analyze the plan's impact on climate and the environment:

- Greenhouse gas (GHG) emissions per capita
- Vehicle miles traveled (VMT) per capita⁸
- Criteria pollutant emissions

⁸ VMT per capita is a performance measure that has been used over the past several RTP cycles to measure impacts both on mobility and the environment. The Climate-Friendly and Equitable Communities rules clarify that regional GHG reduction targets are equivalent to VMT per capita reduction targets since the state requires that region achieve their climate targets by reducing driving and not by double-counting or duplicating state clean vehicle and fuel programs and policies.

The 2023 RTP update will be the first to include two new regional pricing programs on the I-5 and I-205 corridors in addition to the I-5 Interstate Bridge Replacement Program, which also includes tolling on the I-5 Interstate Bridge. Together, these pricing programs will have a significant impact on results for all three of these performance measures. In addition, the GHG and VMT analyses involve state-provided assumptions about the cost of transportation, the makeup of the vehicle fleet, and other issues that are outside the scope and/or time horizon of the RTP. Several of these state assumptions, which come from the Statewide Transportation Strategy, cover many different types of pricing designed to support progress toward state climate targets that are in addition to the throughway pricing that is currently included the RTP as part of the I-5 and I-205 Regional Mobility Pricing Project. In some cases the RTP is required to use these assumptions, while in other cases the RTP system analysis may select from a range of possible values the one that best corresponds with the future anticipated by the RTP.

During the presentations for this item, Metro staff will present GHG and VMT performance results for three scenarios that represent the range of potential GHG and VMT reductions achievable through the RTP and compare these results to regional climate targets. Staff will collect feedback from TPAC on which combination of pricing assumptions achieves the best balance between reducing emissions and reflecting the likely future of transportation in the region. This feedback will also inform the analysis of criteria pollutants, which is required to be consistent with the climate analysis to the extent feasible given the different tools used for these analyses. Table 6 below summarizes these three scenarios.

Table 6: Climate scenarios and associated assumptions

	RTP23 scenario	RTP23 + STS scenario	Baseline scenario
Description	Mid-range scenario that assumes only the pricing currently included in the RTP	High-GHG/VMT-reduction scenario that assumes both the pricing currently included in the RTP and additional pricing programs established in the STS	Baseline scenario that does not assume any new pricing. This scenario is provided as a basis of comparison to help illustrate the GHG/VMT impacts of changing other pricing assumptions.
Throughway pricing assumptions	Consistent with pricing rates and locations specified in the Regional Mobility Pricing Project (RMPP) and other RTP projects	Includes additional state-implemented throughway pricing (approximately double RTP23 rates) ⁹	Includes tolls on the OR-WA I-5 bridge that were included in the 2018 RTP
Arterial pricing assumptions	No pricing	Includes additional state-implemented arterial pricing ⁹	No pricing
Social and	No costs	Includes additional state	No costs

⁹ Staff will share more detail on the pricing assumed in these STS assumptions during the presentation that accompanies this item.

	RTP23 scenario	RTP23 + STS scenario	Baseline scenario
environmental costs of pollution assumptions		fees on pollution ⁹	
Road user charges (VMT taxes) assumptions	No taxes	Includes additional VMT taxes implemented through a state road user charge ⁹	No taxes
= Pay-as-you-drive (PAYD) insurance assumptions	No use of PAYD insurance	Approximately 40% of the drivers in the region use PAYD insurance	No use of PAYD insurance

All other assumptions are consistent across all of these scenarios, including assumptions about transit service, teleworking,¹⁰ parking pricing, and other key drivers of GHG/VMT emissions, so that the results only reflect changes to how travel in the region is priced.

Since staff have yet to finalize results for the three key climate and environment measures listed above this section does not include a table summarizing system analysis results. Table 7 below shows RTP spending on climate and resilience, similar to the spending breakdowns included for other goal areas in the tables above. It shows that the RTP spends 32 percent of its near-term capital budget and 28 percent of its overall budget on projects that implement the moderate- and high-impact climate pollution reduction strategies included in the Climate Smart Strategy. Stakeholders can compare these figures for the GHG and VMT results for the RTP23 scenario described above when they are available to better understand whether the RTP devotes enough resources to meeting its climate goals.

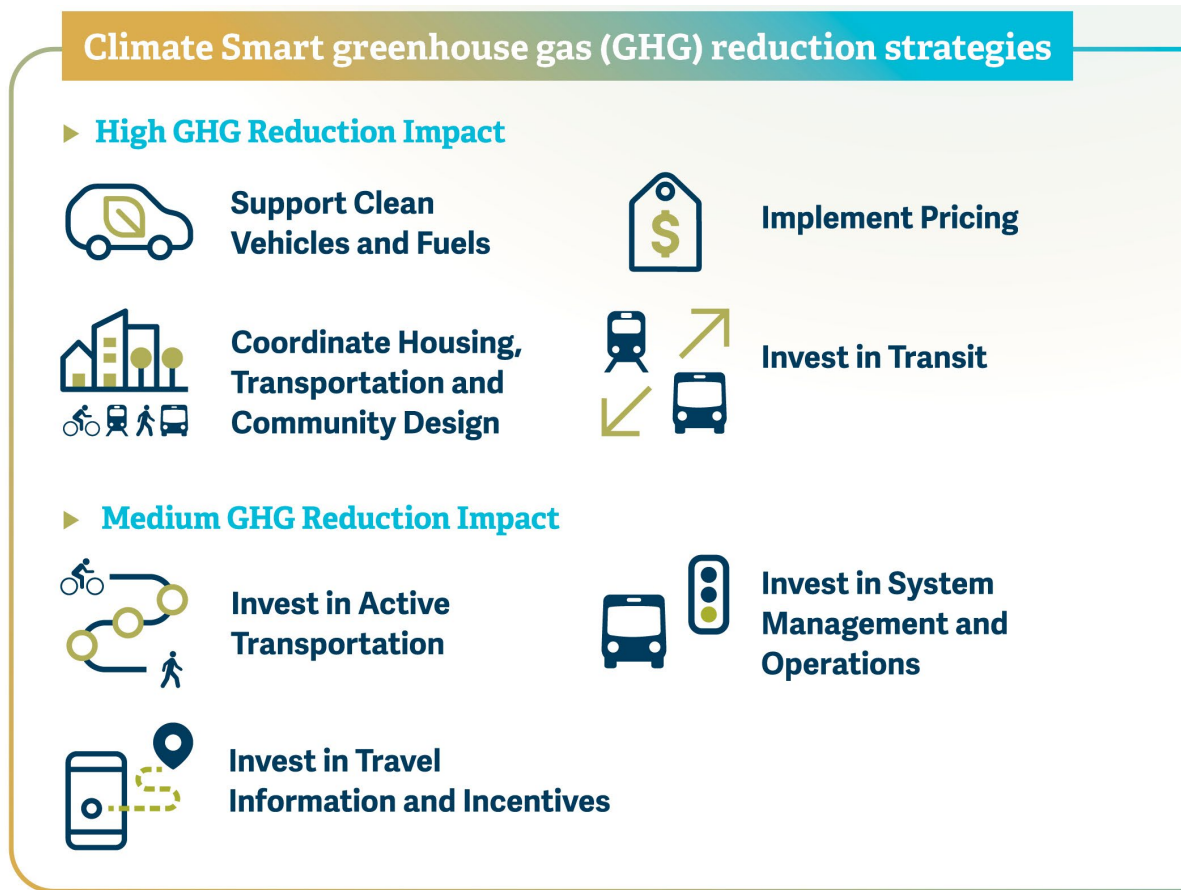
Table 7: Summary of RTP climate and resilience spending

Measure	Base year	Base year	2030	2030	2045	2045
	value	target	result	target	result	target
<i>The RTP seeks to advance climate and resilience by funding high-impact greenhouse gas reduction strategies and projects on key emergency routes.</i>						
% of the capital RTP spending invested in high- or moderate-impact Climate Smart Strategies			32%		28%	
% of the capital RTP spending invested in projects located on Emergency Transportation / Seismic Lifeline routes			72%		71%	

Figure 3 summarizes the high- and moderate-impact strategies that used in this analysis.

¹⁰ In March, Metro staff and consultants presented three potential teleworking scenarios to TPAC. Members acknowledged that use of teleworking is likely to increase, but cautioned against using the scenario with the highest teleworking rates out of concern that it would lead to an overly optimistic GHG result. These scenarios all assume the same rates of teleworking reflected in the middle scenario presented (Teleworking 2).

Figure 3: Climate Smart high- and moderate-impact greenhouse gas reduction strategies



Next steps

Throughout May, Metro staff will continue to present information to help RTP technical and policy committees, Metro Council, and stakeholders understand the impacts of the plan and potentially recommend refinements. This will include summaries of feedback received through public surveys and outreach and additional information on the measures that are identified in this memo as still pending further analysis. In June, staff will seek JPACT and Metro Council support to release the Draft 2023 RTP for public review and comment. JPACT and Metro Council may recommend potential changes to the RTP based on evaluation results and input from committees, stakeholders and the public before releasing a draft of the plan for public review this summer.



Memo

Date: Friday, April 28, 2023
To: Transportation Policy Alternatives Committee
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director
Caleb Winter, TSMO Program Manager, Metro Senior Transportation
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Key Dates of the 2021 TSMO Strategy Solicitation and Project Recommendations

- Jan 6, 2022 Metro Council adopted the 2021 TSMO Strategy
- July 13 and August 10, 2022, TransPort discussed the solicitation process and draft criteria
- Aug 23, 2022, Solicitation announced with the [2021 TSMO Strategy Solicitation Guide](#)
- Sept 19, 2022 Letter of Interest due date
- Oct. 13, 2022 Metro Council adopted the 2025-2027 RFFA
- Oct-Nov. 2022 feedback provided on Letters of Interest
- Jan. 20, 2023 Applications due date. Twelve (12) applications were received with a combined request of \$14,868,529 in TSMO Program funds.
- February-March 2023 – Agreements were signed with four (4) Community Based Organizations / Non-profit Governmental Organizations to compensate their staff time to serve on the Reviewer Team.
- March 7 – April 3, 2023 Reviewer Team worked through the process described in the solicitation guide (orientation meeting, independent scoring, initial consensus meeting, consensus ballot and consensus recommendation)
- April 12, 2023 TransPort Action

TransPort Action

Staff sent TransPort and Interested Parties the Reviewer Teams recommendation in advance. At the April 12 meeting, staff touched on the 2021 TSMO Strategy goals and the development of criteria to implement the actions called for in the strategy.

After some discussion of the Reviewer Recommendation, TransPort took action to unanimously approve project recommendations that include follow-up activities. The action is detailed in two parts:

- Part 1 – Approve recommendation of full funding for seven (7) project applications receiving the highest Reviewer Team scores.
- Part 2a - Investigate the calculation on PSU/TREC's PORTAL application and provide additional clarification on the Total Project cost and TSMO Program funding requested.

- Part 2b – Hold a meeting of applicants and TSMO staff, followed by coming back to TransPort with a recommendation on budgeting funds across three (3) project applications. These applications had similarities and nearly tied scores, but together would cost more than the remaining TSMO funds.

TransPort Recommendation

Part 1 – TransPort’s action was consistent with the Reviewer Team’s consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

Part 2a - Following clarification of the PSU/TREC’s requested funding amount, it was agreed this amount will fund the project over a 5-year period.

Part 2b - TransPort, consistent with the Reviewer Team recommends three (3) more projects that all received similar scores and also have similarities in common. Scores for the three projects range from 494 to 480 (within 14 points out of 600) and the lead agency is City of Portland with City of Gresham and Multnomah County as partners to two of the three projects. After funding the projects above, that the remaining 2021 TSMO Solicitation project funding can partially fund the three projects. The Reviewer Team asked that City of Portland, City of Gresham and Multnomah County to consider the scope of each project, consider additional sources to achieve full funding, or carefully reduce scope(s).

TransPort acknowledged the Reviewer Team’s considerations of how each facility serves vulnerable road users, resulting in conditions:

- City of Gresham and City of Portland must use some of the budget for community engagement on each of these projects.
- City of Portland should scale back NE Halsey to the minimum budget that still covers the most effective elements at managing speed. This assumes full funding of all three projects was not achieved.
- City of Portland and City of Gresham are expected to continue partnering to scope the most important elements, balancing regional needs (e.g., transit reliability) and locally-voiced needs (e.g., safe crossings).

Several serving on the Reviewer Team would like to be involved in these considerations and would like to link current planning/project activities that complement this TSMO investment in Burnside

and Stark (e.g., Portland Safer Stark and Gresham Redevelopment Commission Urban Renewal Extension).

Project	Lead Agency	TSMO Program Funds (federal)	Score
E Burnside Next-Gen TSP Investments	Portland	To be determined	494
NE Halsey Street Speed Management	Portland	To be determined	488
SE Stark Street Next-Gen TSP Investments	Portland	To be determined	480
<i>Subtotal for three (3) projects</i>		<i>\$3,908,212</i>	

TransPort was consistent with the Reviewer Team recommendation to suballocate all Metro regional 2021 TSMO Solicitation project funding totaling \$12,264,318 to the projects above. As a result of the recommendation, there are two (2) project applications not funded. The range of scores for these projects applications was 448 to 419.

Project	Lead Agency	Score
Lake Oswego Traffic Signal Improvements	Lake Oswego	448
Fiber communications and resiliency	ODOT	419

TransPort thanks the Reviewer Team for weeks of work on their recommendation and welcomes further participation at TransPort and in future considerations for delivering TSMO projects.

TransPort attendance is open to all. For more information including staff contacts, please visit <https://oregonmetro.gov/tpac> and click on TransPort in the left column.

Materials following this page were distributed at the meeting.

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

**ODOT initial fatal crash report as of 4/27/23 – all information is preliminary and subject to change*

Unidentified, walking, OR 213 Cascade Hwy, Portland, Multnomah, 4/28

Unidentified, driving, Springwater Rd & Baker's Ferry Rd, Clackamas, 4/25

Unidentified, driving, NE Columbia Blvd/NE 47th Ave, Portland, Multnomah, 4/16

Tommy Angel Mendiola, 19, driving, Murray Rd/Sexton Mountain Rd, Beaverton, Washington, 4/16

Unidentified, driving, OR 213 Cascade Hwy South, Clackamas, 4/16

James Jung Keun Park, 85, walking, SW Kinnaman Rd/ SW Butternut St, Aloha, Washington, 4/13

Jonathan David Gilkey, 41, motorcycling, NE Columbia Blvd & NE 52nd Ave, Portland, Multnomah, 4/14

Christopher Wendell Niiranen, 55, walking, Clackamas-Boring Hwy, Clackamas, 4/1





TPAC Agenda Item

May 2023 Formal MTIP Amendment

Resolution 23-53XX

Amendment # MY23-09-MAY

Applies to the 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 22-53XX
- Exhibit A to Resolution 23-53XX (MTIP Worksheets)
- Staff Narrative: No attachments

May 5, 2023

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

May FFY 2023 Formal MTIP Amendment Bundle Overview & Staff Recommendation

- 6 new projects in the amendment bundle
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 23-53XX

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-53XX to add the six new projects to the 2021-24 MTIP.

May FFY 2023 Formal MTIP Amendment

Return of Earmarks

FFY = Federal Fiscal Year: July 1st to September 30th

- All 6 projects are new Congressional Directed Spending (CDS) projects...or earmarks
- Two fall under FHWA oversight and four belong under FTA oversight
- Little guidance provided about the earmarks
- The search for eligibility, ownership, programming, obligation, and expenditure guidance/direction began last November
- FFY 2022 earmarks + FFY 2023 earmark awards

FTA = Federal Transit Administration

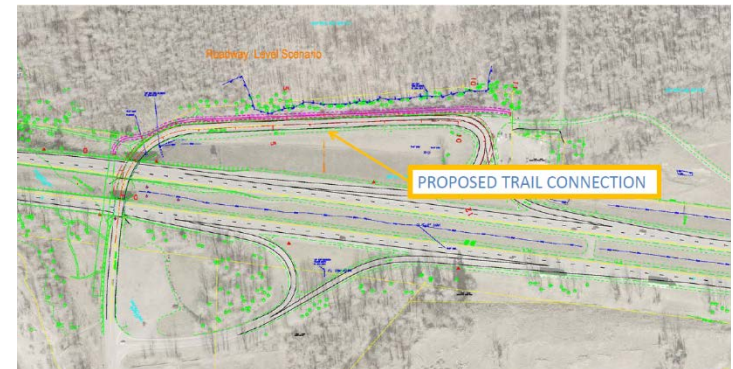
May 2023 Formal MTIP Amendment

ODOT CDS Project: Jordan Rd Multi-use Path

CAA 2023 = Consolidated Appropriations Act 2023

Key 23428: I-84 - (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta

- Source CAA 2023
- ID: DEMO OR211
- Award: \$2,332,000
- Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access



CDS = Congressional Directed Spending project

May 2023 Formal MTIP Amendment

ODOT CDS Project: OR141 (SW Hall Blvd)

CAA 2023 = Consolidated Appropriations Act 2023

Key 22647: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St

- Source CAA 2023
- ID: DEMO OR216
- Award: \$3,200,000
- Description: The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area

CDS = Congressional Directed Spending project

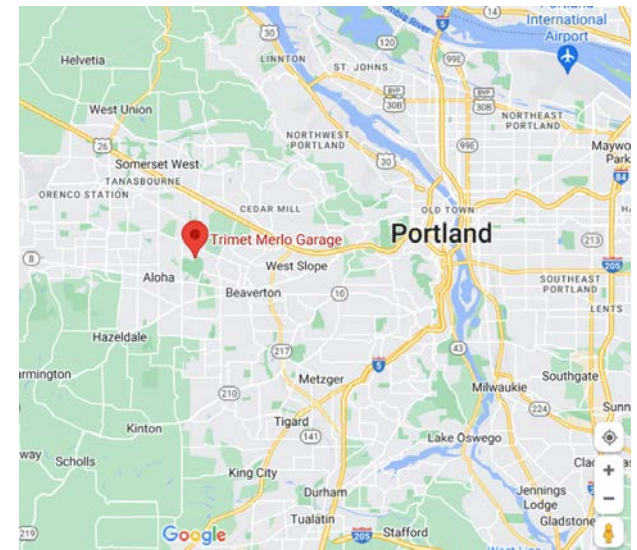
May 2023 Formal MTIP Amendment

TriMet CDS Project: Merlo Bus Garage Retrofit

CAA 2023 = Consolidated Appropriations Act 2023

Key TBD: TriMet Merlo Bus Garage Zero Emission Retrofit

- Source: Table 20, Transit Infrastructure Grants – Community Project Funding
- ID: 2023-CMPJ-094
- Award: \$5,000,000
- Description: Complete design sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage



CDS = Congressional Directed Spending project

May 2023 Formal MTIP Amendment

TriMet CDS Project: 82nd Ave MAX Station Improvement Project

CAA 2023 = Consolidated Appropriations Act 2023

Key TBD: TriMet 82nd Ave MAX Station Improvement Project

- Source CAA 2023
- ID: DEMO OR209
- Award: \$3,000,000
- Description: Complete design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety



CDS = Congressional Directed Spending project

May 2023 Formal MTIP Amendment

TriMet CDS Project: Oregon City Transit Center

CAA 2023 = Consolidated Appropriations Act 2023

Key TBD: TriMet Oregon City Transit Center

- Source: Table 20, Transit Infrastructure Grants – Community Project Funding
- ID: 2023-CMPJ-095
- Award: \$5,000,000
- Description: Complete acquisition of property, design and planning, sitework, construction and renovation of facilities for improved transit operations



CDS = Congressional Directed Spending project

May 2023 Formal MTIP Amendment

TriMet CDS Project: Willamette Shore Line Rail & Trestle Repair

CAA 2023 = Consolidated Appropriations Act 2023

Key TBD: Willamette Shore Line Rail & Trestle Repair

- Source: Table 20, Transit Infrastructure Grants – Community Project Funding
- ID: 2023-CMPJ-096
- Award: \$2,000,000
- Description: The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance

CDS = Congressional Directed
Spending project



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 (*Jordan Rd project exception as a recreational trail. Programming required in compliance with federal approval steps.*)
- ✓ 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 RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations: (*Programming deviation for TriMet and FTA projects requested*)
- ✓ Passes MPO responsibilities verification (*No impacts*)
- ✓ Completed public notification requirement (*No issues*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No impacts*)

May FFY 2023 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	May 2, 2023
TPAC Notification and Approval Recommendation	May 5, 2023
JPACT Approval and Recommendation to Council	May 18, 2023
End 30-day Public Notification/Comment Period	May 31, 2023
Metro Council Approval (The Council date has not yet been assigned)	June, 2023
Final Estimated Approvals	Early July 2023

May 2023 Formal MTIP Amendment

Discussion, Questions, and Approval Request

- Open up for discussion and questions
- Approval request includes completing necessary corrections (and assignment of resolution number)
- Staff Approval Request:
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-53XX to add the six new projects to the 2021-24 MTIP.

Carbon Reduction Program – Recommended Allocation

TPAC

May 5, 2023





BIL – Carbon Reduction Program

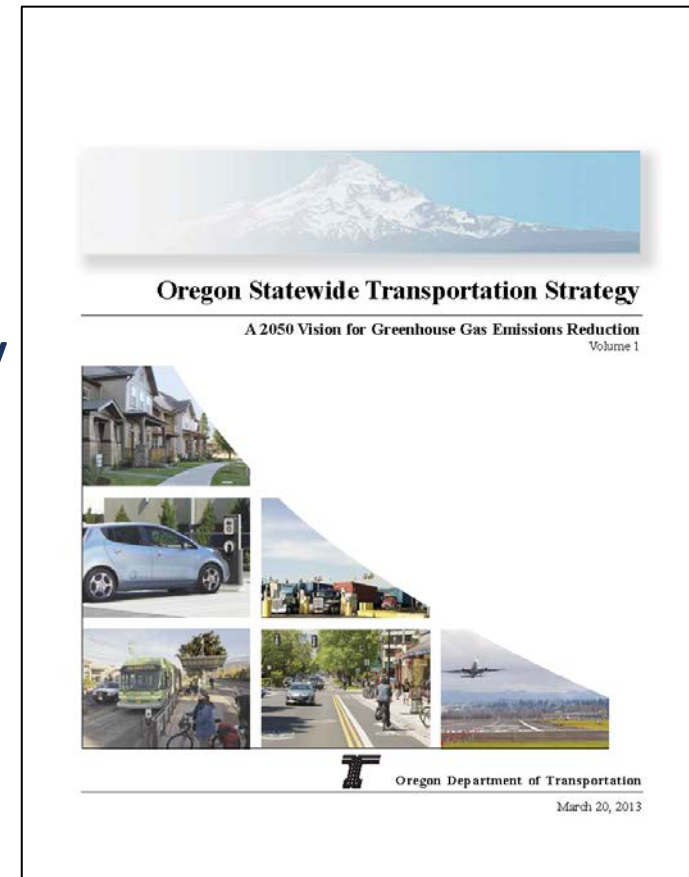
Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - In consultation with MPOs and stakeholders
- Fund projects and programs that implement the strategy and reduce greenhouse gas emissions

Oregon – Carbon Reduction Program

- Existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)*
- Prioritize *STS* actions to CRP Strategy
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing
- CRP Funds ODOT Statewide: \$29.8M



Carbon Reduction Program Timeline

Define Program

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

Allocation

- Development of options
- Coordinate w/the state
- Select priority investments

**We
are
here**

Program Coordination

- Program projects in MTIP
- Program analysis

Submission

Carbon
Reduction
Program
allocation
due to
FHWA

Winter 2022/23

Spring 2023

Summer-Fall 2023

November 2023

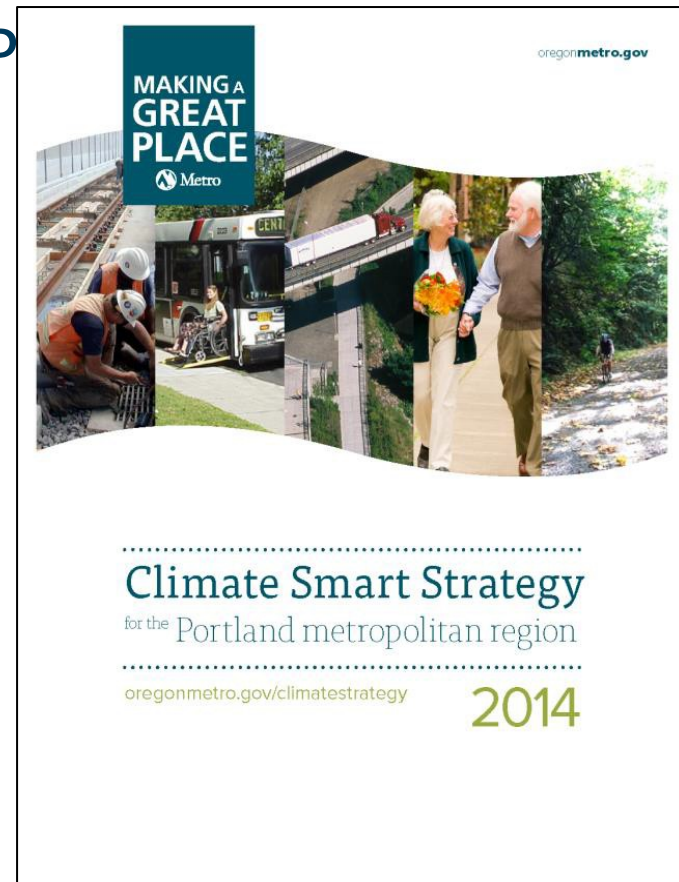
Portland Region – Carbon Reduction Program (CRP)

Forecasted direct sub-allocation of CRP funding available:

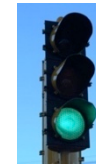
- \$18.8 million (5-year total)

Guiding Direction:

- Climate Smart Strategy
- State CRP strategy consistency
- Stakeholder input



CRP Policy Framework: Climate Smart Strategy



Adopted in 2014 and approved by LCDC in 2015

CRP: Prioritized Investment Areas

Three Climate Smart Strategies:



Transit (Investment)

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



Active Transportation (Investment)

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



System Management and Operations (Investment)

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



Stakeholder Input & Considerations for Allocation Proposal Packages

- Federal policy and administrative direction
- Climate Smart investment priorities

January – April 2023

- Stakeholder input
 - Transformative
 - Leverage other funding
 - Specific project/program ideas

Initial Draft Package Options

Package A: Transit Corridors and Electric Bike



Package B: Transit Corridors and Safe Routes to Schools



Package C: Transit Corridors and Active Transportation

Package D: Regional Flexible Fund Allocation (RFFA) – next rated projects





Recommendation Development

- Support for:
 - Corridor elements in packages A-C
 - Active transportation infrastructure and safe routes
- Concern about process to allocate small federal \$ amount
 - Package E: Transit Corridors and System Management
- No interest in funding “next ranked” RFFA projects
- Fund strategies with high carbon reduction potential
- Description of Climate Smart implementation work

Common Elements of Proposed Packages

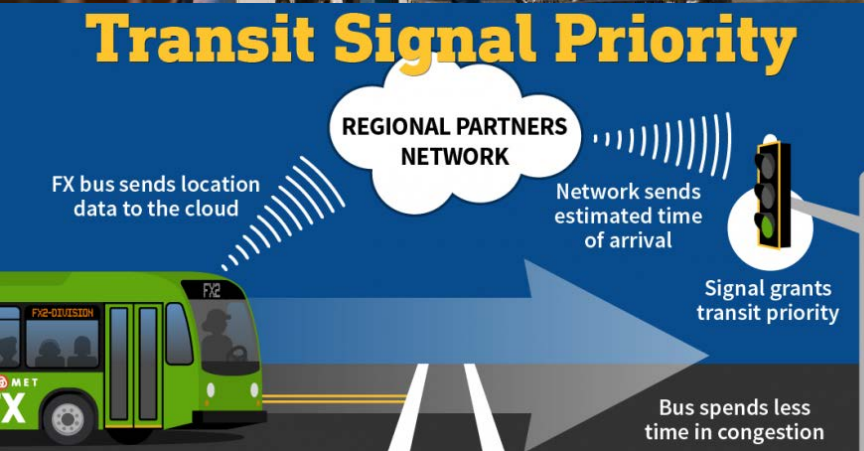


82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Climate Smart Implementation (\$1.8 M)



Package C: Transit Corridors and Active Transportation w/Safe Routes

Active Transportation (\$3M)

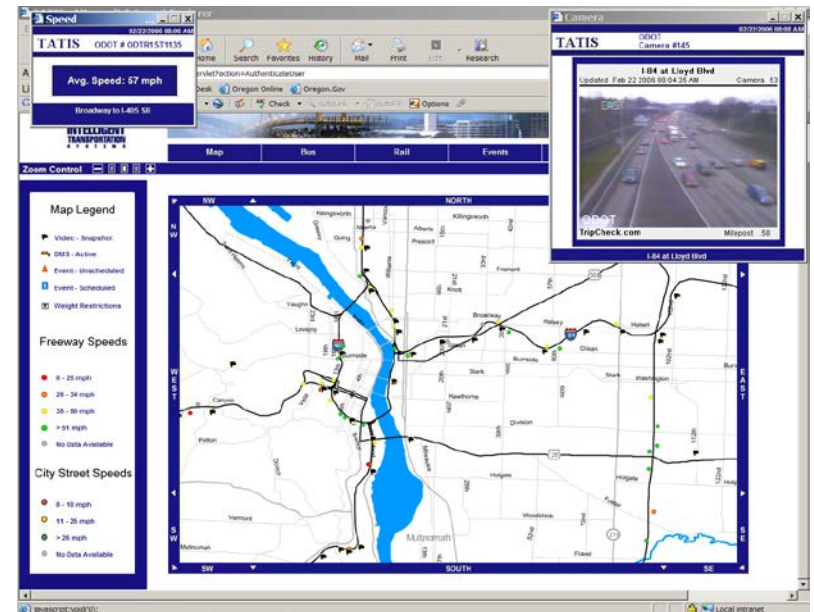
- Smaller projects than step 2 RFFA
- Prioritize projects which increase walk and bike (or roll) trips to max carbon reduction
- Small safe routes to school infrastructure projects eligible



Package E: Transit Corridors and System Management w/Carbon Reduction Emphasis

System Management (\$3M)

- Transport conducts allocation
- Projects must have high carbon reduction return
- Limited to TSMO technologies eligible under federal CRP and consistent w/state strategy



Next Steps

- TPAC & JPACT Carbon Reduction Program Funds Allocation Recommendation – May 2023
- Metro Council Adoption – June 2023
- Coordination with State submission to USDOT
- Program investments into 204-2027 MTIP and STIP



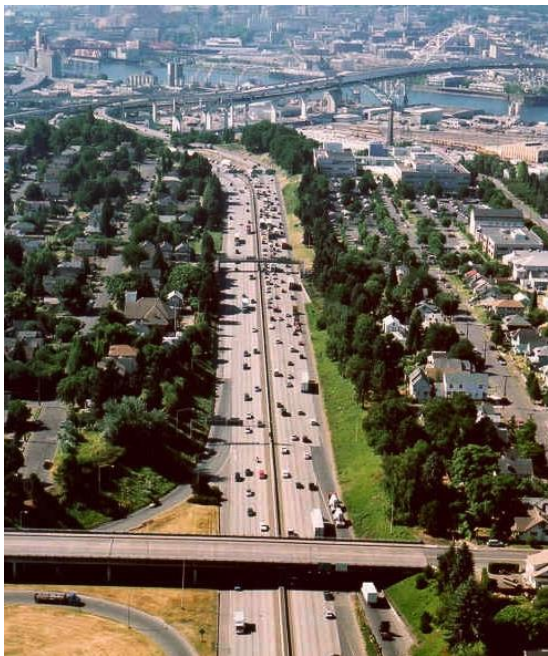
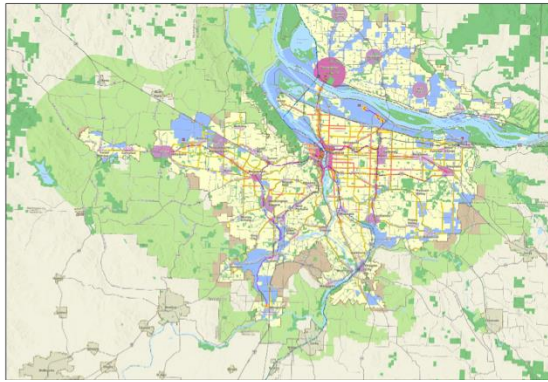
Discussion

- Is there a preferred package option?
- Are there refinements to the preferred option?
- Any further input to the statewide Carbon Reduction Program allocation process?

2023 Regional Transportation Plan Update

Transportation Policy
Alternatives Committee

May 5, 2023



Today's purpose

Provide update on process and next steps

Continue discussion of the technical analysis

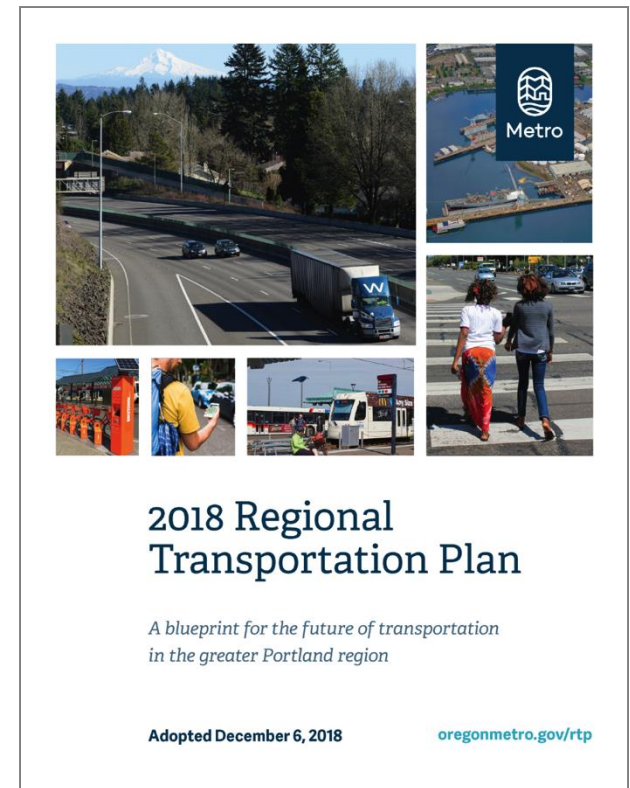
Prepare TPAC members for June 2 recommendation to JPACT on release of the draft 2023 RTP for public review, including Chapter 3



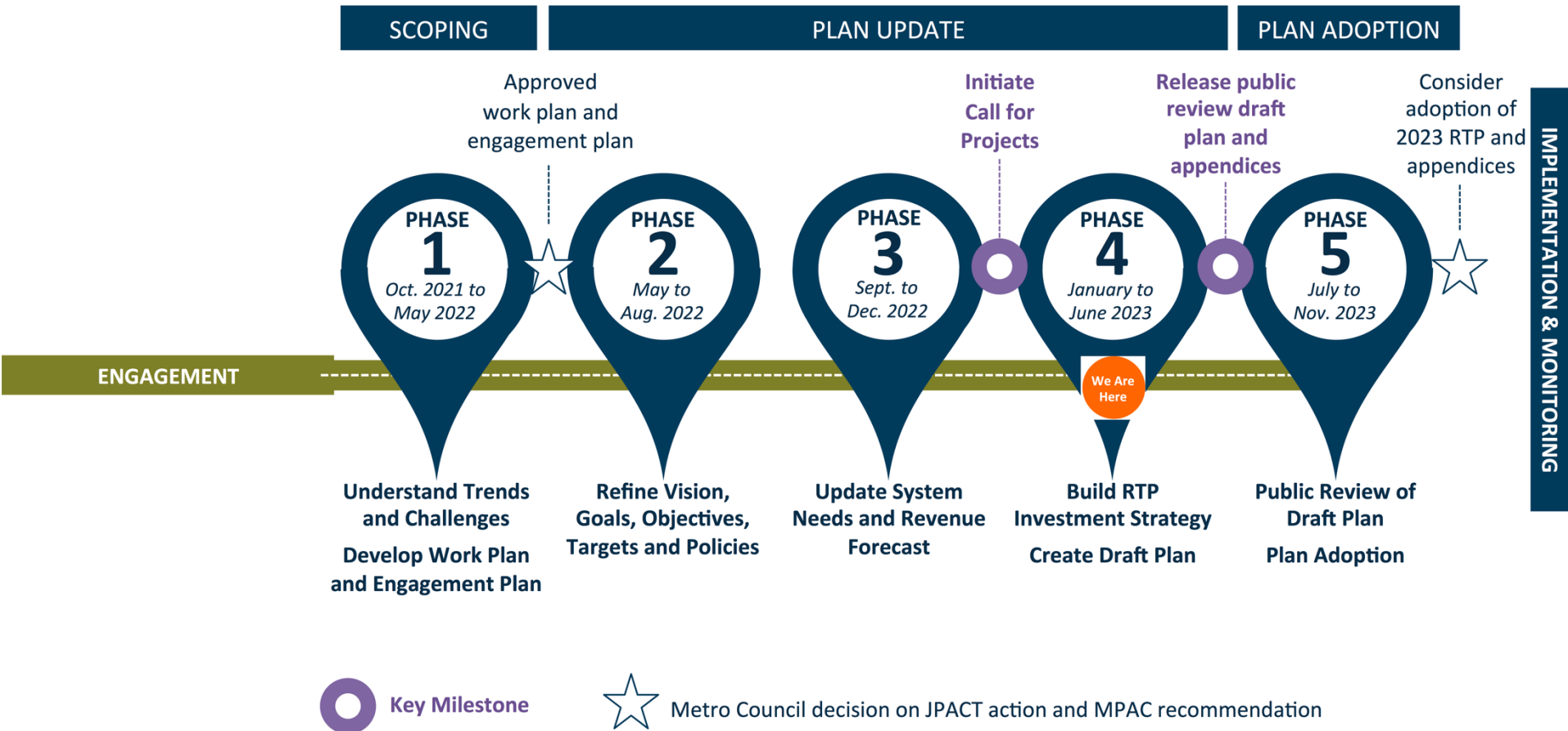
What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

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

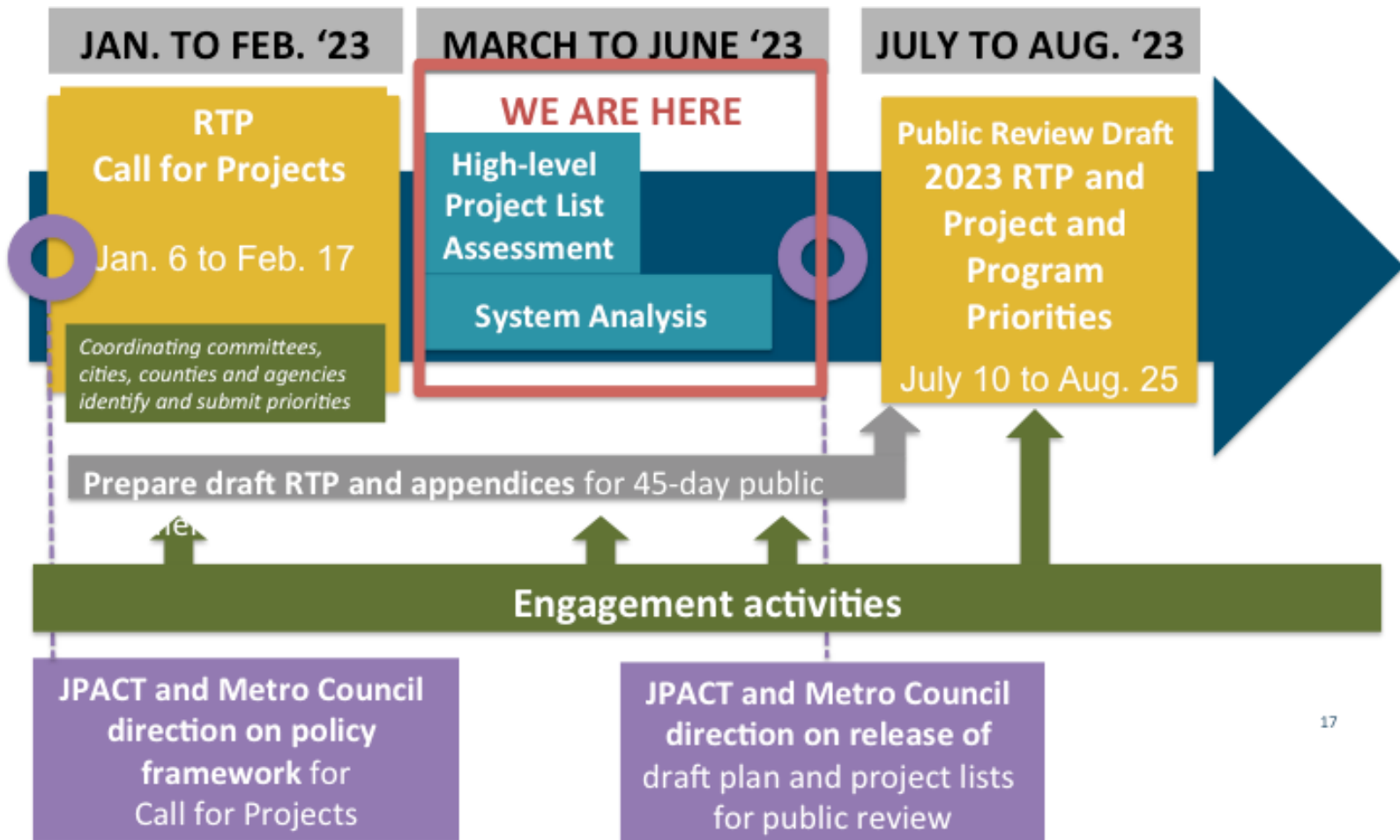


Timeline for the 2023 RTP update



2023 Regional Transportation Plan Update

Where we are



2023 Regional Transportation Plan Update

Draft RTP under development

Executive Summary

Chapter 1: Toward A Connected Region

Chapter 2: Our Shared Vision and Goals for Transportation

Chapter 3: Transportation System Policies to Achieve Our Vision

Chapter 4: Snapshot of Our Growing and Changing Region

Chapter 5: Our Transportation Funding Outlook

Chapter 6: Regional Programs and Projects to Achieve Our Vision

Chapter 7: Measuring Outcomes

Chapter 8: Moving Forward Together (Implementation)

Glossary of terms

Appendices and supporting documents

Remaining policy and technical work

- **Draft policy chapter revisions** to address new comments
- **Draft High Capacity Strategy Report** under review
- **System analysis and testing of draft mobility policy measures** continue
- **Regional Freight Delay and Study** continues in coordination with testing draft mobility policy measures
- **Climate analysis** continues in coordination with State agencies



2023 RTP Policy Framework

Draft Vision and Goals for 2023 RTP



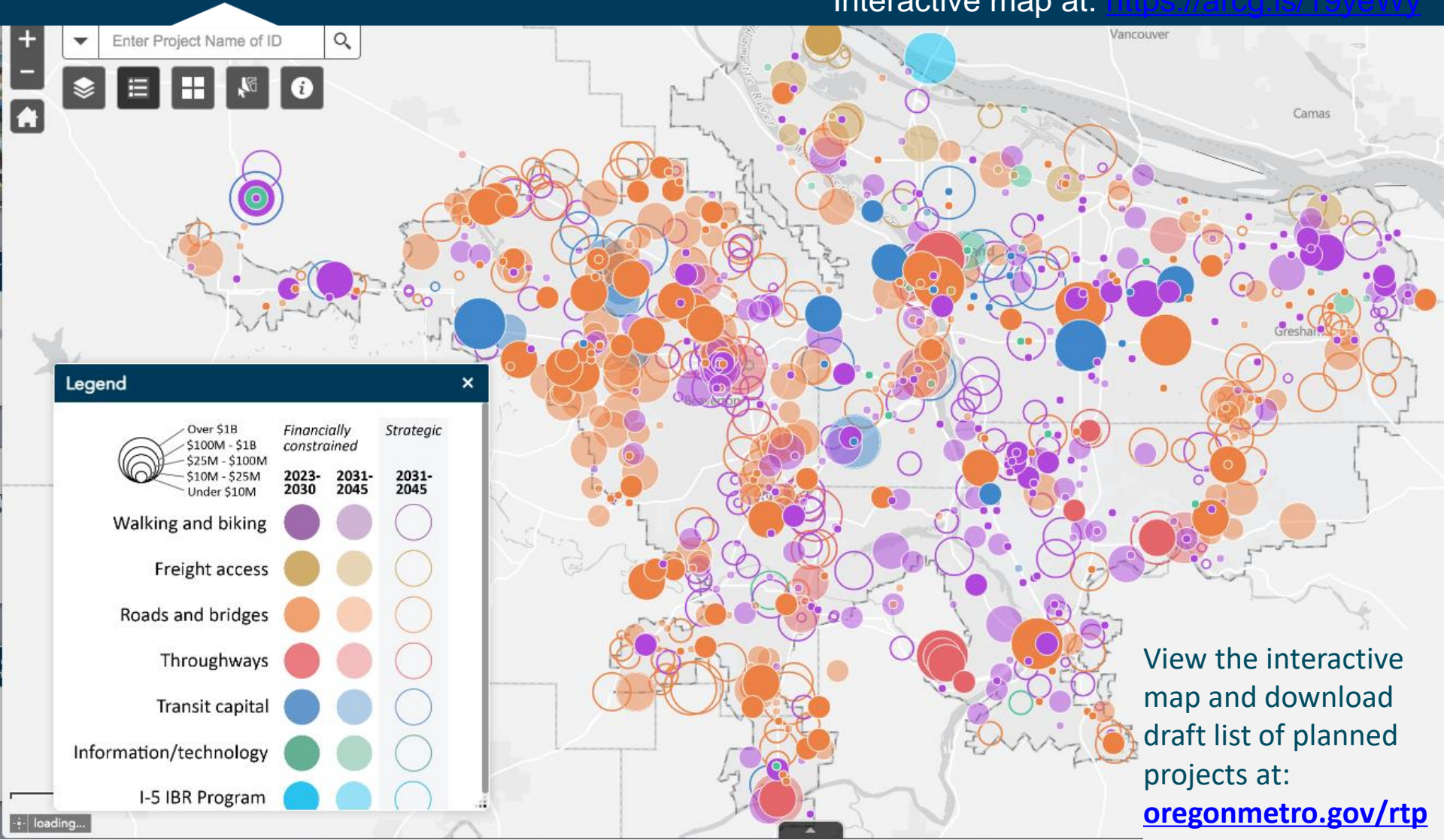
Vision---->

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

2023 RTP constrained priorities

More than \$73 billion planned by 2045

Interactive map at: <https://arcg.is/19yeWy>



View the interactive map and download draft list of planned projects at:

oregonmetro.gov/rtp

2023 Regional Transportation Plan Update

Ways to learn more about priorities

Interactive map of the projects:

<https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956>

Interactive Airtable that presents information about each project in tabular form, including a description, cost, timing and the high-level assessment results: <https://airtable.com/shrE3wFe9bla5ghTM/tbliY1vwSuxgqFlf/viwTeTj2keSfc0D0m>

Excel workbook that contains the results of the high-level project list assessment: <https://oregonmetro.sharefile.com/d-s45a9a9bbb1594d54abbe709412aaadd0>

Excel workbook of the projects and all the information submitted by jurisdictional partners : <https://www.oregonmetro.gov/sites/default/files/2023/04/07/2023-RTP-Project-List-2023-03-23readonly.xlsx>

2023 RTP constrained priorities

Constrained spending by category

\$25.3B

CAPITAL PROJECT SPENDING [YEAR OF EXPENDITURE \$]



12% Walking + Biking
11% Transit Capital
31% Roads + Bridges
19% Throughways
24% I-5 IBR Program
2% Freight Access
2% Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING [YEAR OF EXPENDITURE \$]



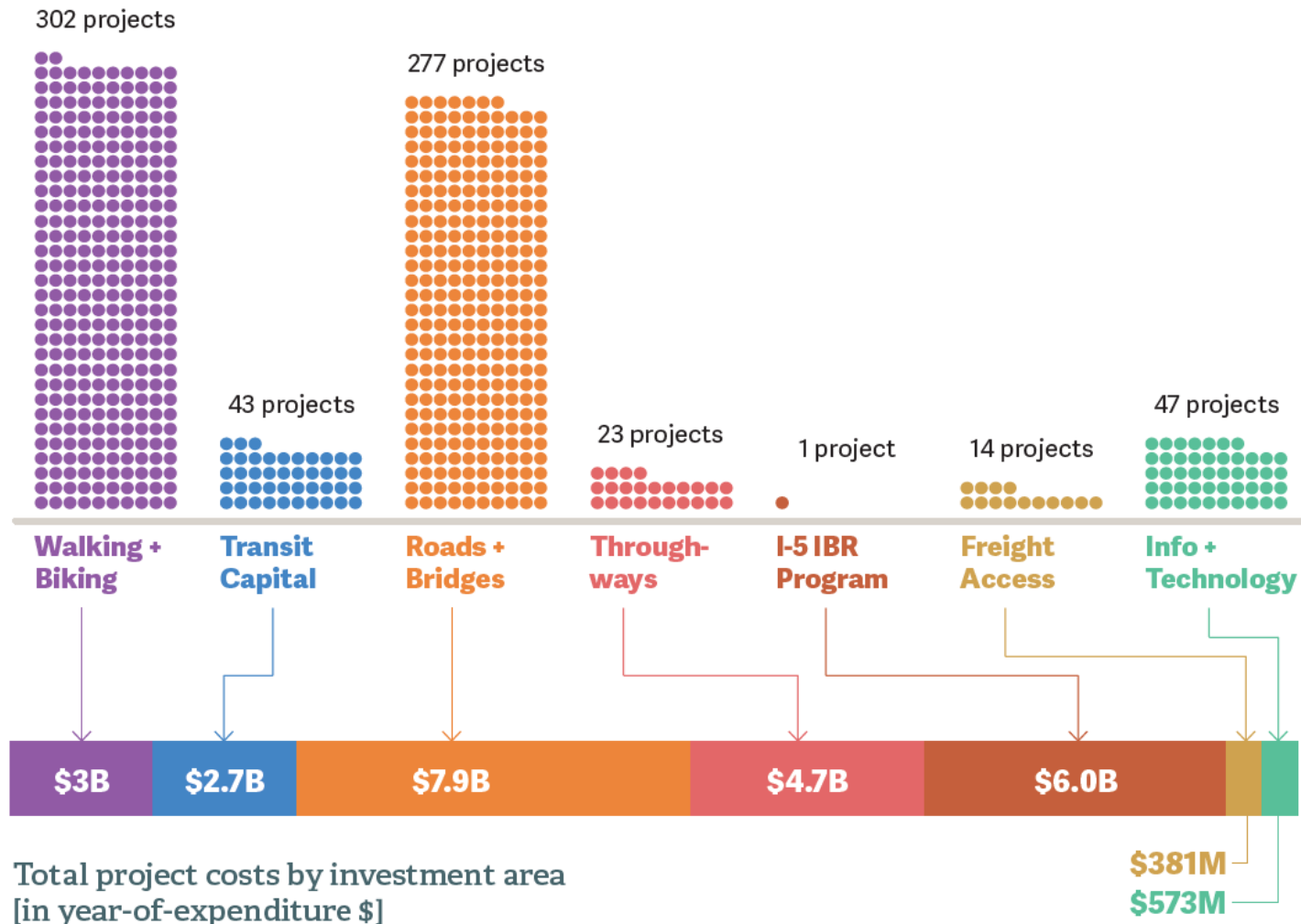
58% Transit Service + Operations
10% Transit Maintenance
32% Throughway+Road+Bridge Maintenance

35% of RTP spending goes toward capital projects that shape the region's future progress toward goals.

65% goes toward operating and maintaining the system we have.

2023 RTP constrained priorities

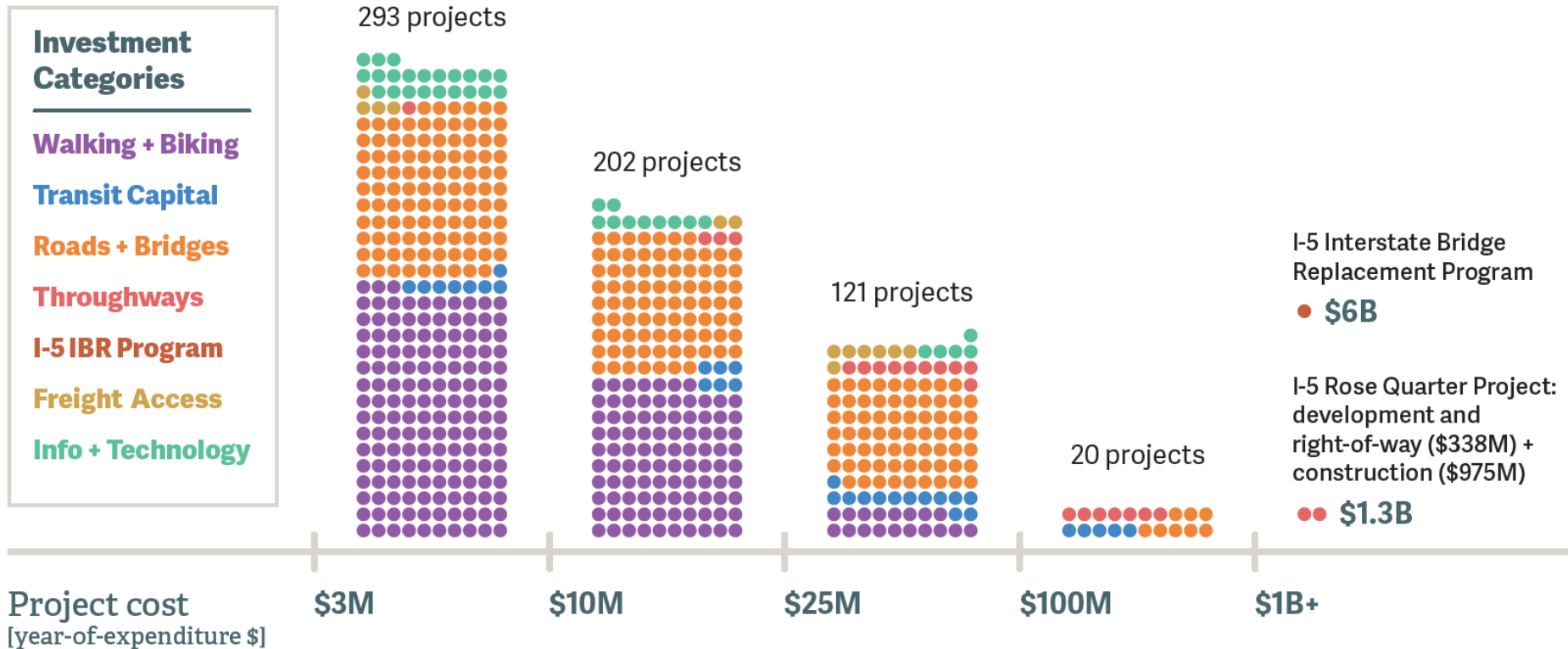
Number of projects by category



Total project costs by investment area
[in year-of-expenditure \$]

2023 RTP constrained priorities

Cost range of capital projects



2023 RTP Constrained Priorities

A few big projects on the RTP list...



**I-205 Improvements
(Abernethy Bridge,
Widening and Toll Project)**
\$1.2 billion

I-5/Rose Quarter Project
\$1.3 billion

**82nd Avenue High
Capacity Transit**
\$300 million

I-5 Boone Bridge Project
\$550 million

**Tualatin Valley Highway
High Capacity Transit**
\$300 million

**Earthquake Ready
Burnside Bridge**
\$895 million

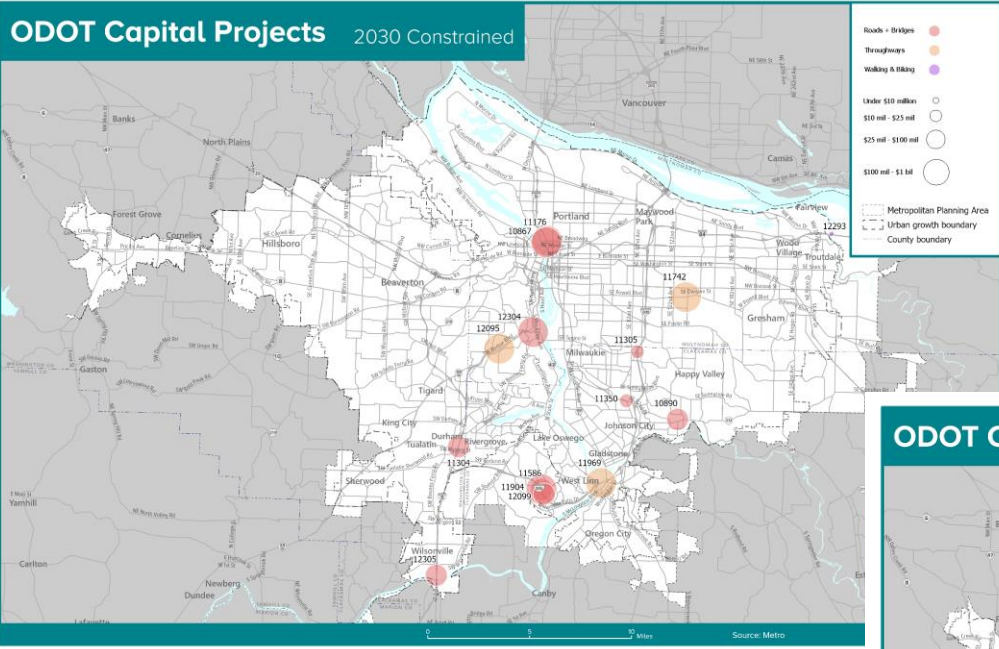
Sunrise Project (Ph. 2)
\$416 million

**Regional Mobility
Pricing Project**
\$400 million

2023 RTP constrained priorities

ODOT Capital Projects

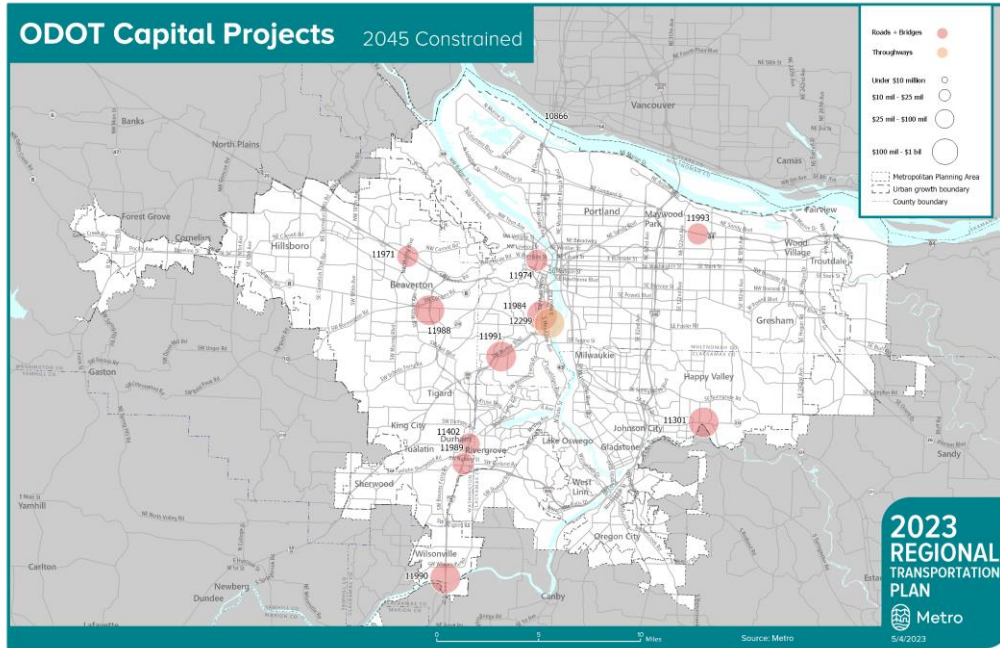
ODOT Capital Projects 2030 Constrained



2030 Constrained

2045 Constrained

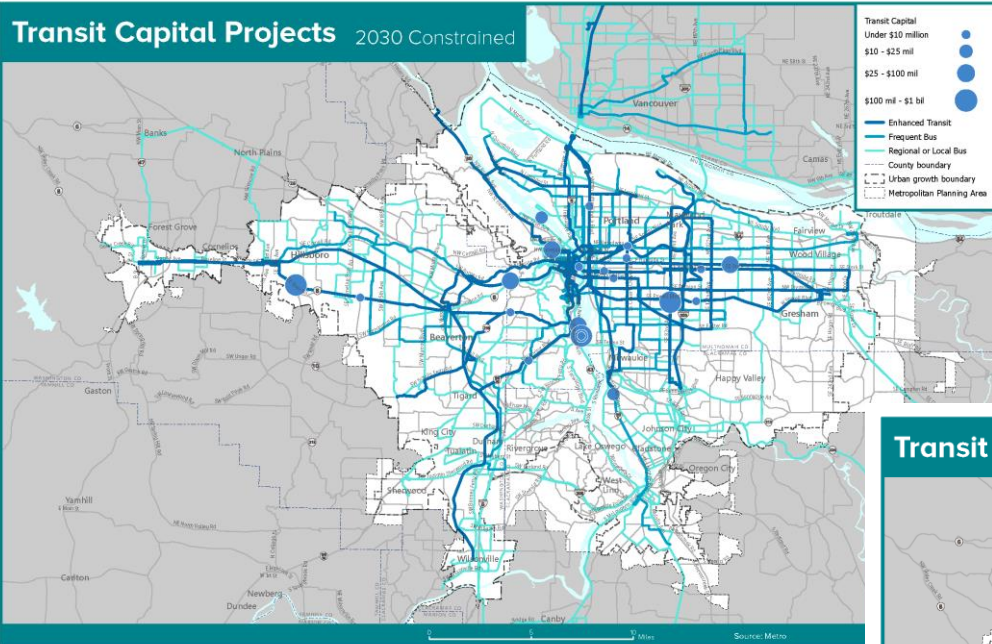
ODOT Capital Projects 2045 Constrained



2023 RTP constrained priorities

TriMet and SMART transit projects

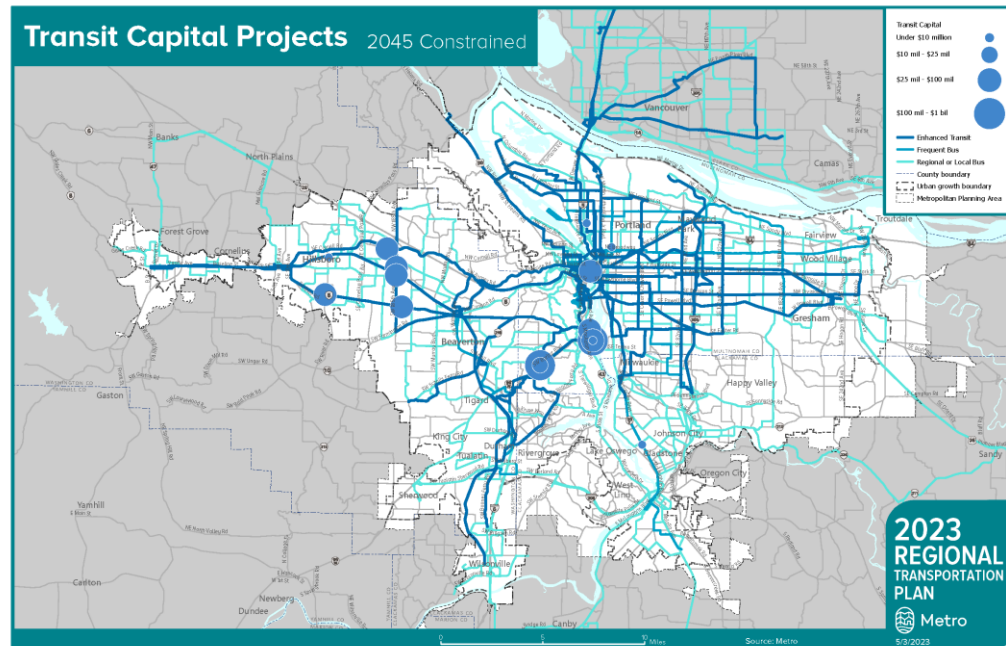
Transit Capital Projects 2030 Constrained



2030 Constrained transit capital and service

2045 Constrained transit capital and service

Transit Capital Projects 2045 Constrained



2023 Regional Transportation Plan Update

Recent and upcoming engagement

- Online public survey (closed May 1)
- Community leaders' forum (April 13)
- Four cultural and language specific forums (April 15)
- Community based organization engagement and project briefings (throughout April)
- Consultation meetings:
 - Tribes and Resource Agencies (April 18-20)
 - State/Federal/Regional Agencies (April 27)
- Business leaders forum (May 25)
- 45-day public comment period on public review draft 2023 Regional Transportation Plan (July 10 – Aug. 25, 2023)



What we're hearing so far

- Safety is the top concern
 - Personal safety on transit, waiting for transit and walking
 - Concerns about cars when biking
- Investment in maintenance continues to be a priority across communities
- Investments in walking and biking, transit capital and roads and bridges also rise to the top

2023 Regional Transportation Plan Update

JPACT/Metro Council Workshop 6



May 11, 2023, 7:30-9:30 AM

in-person at Metro Regional Center

Purpose: Discuss community feedback and the technical evaluation of the project list

- What observations do you have about the proposed set of investments? What questions or concerns do you have?
- How can the proposed set of investments be improved to best align with our regional goals and community priorities, particularly in the near-term?

Zoom option for listening/watching remotely:

<https://us06web.zoom.us/j/83111107022>

Project list refinements, if any

Due by May 24 to Metro staff

Technical corrections

Add missing information

Update descriptions, timing and other information to respond to technical analysis, public input and JPACT/Council feedback

2023 Regional Transportation Plan Update

Next steps

March to May	<p>Metro evaluates how projects advance RTP goals (equity, climate, safety, mobility and economy) and seeks public input on draft project list</p> <p>Metro reports findings to Metro Council, and technical and policy committees, including county coordinating committees</p> <p>Metro staff prepare draft RTP and draft HCT Strategy for public review</p>
May 24	Letters of endorsement from governing bodies and project list refinements (if any) are due
June 2	TPAC recommendation to JPACT on releasing draft RTP (and projects) for public review
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Nov. 3	TPAC recommendation to JPACT on adoption of RTP (and projects)
Nov. 16/30	JPACT/Metro Council consider public input and final RTP for adoption

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



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

Molly Cooney-Mesker

RTP Engagement Specialist

molly.cooney-mesker@oregonmetro.gov

oregonmetro.gov/rtp



Metro

2023 draft RTP system analysis results

Transportation Policy
Alternatives Committee

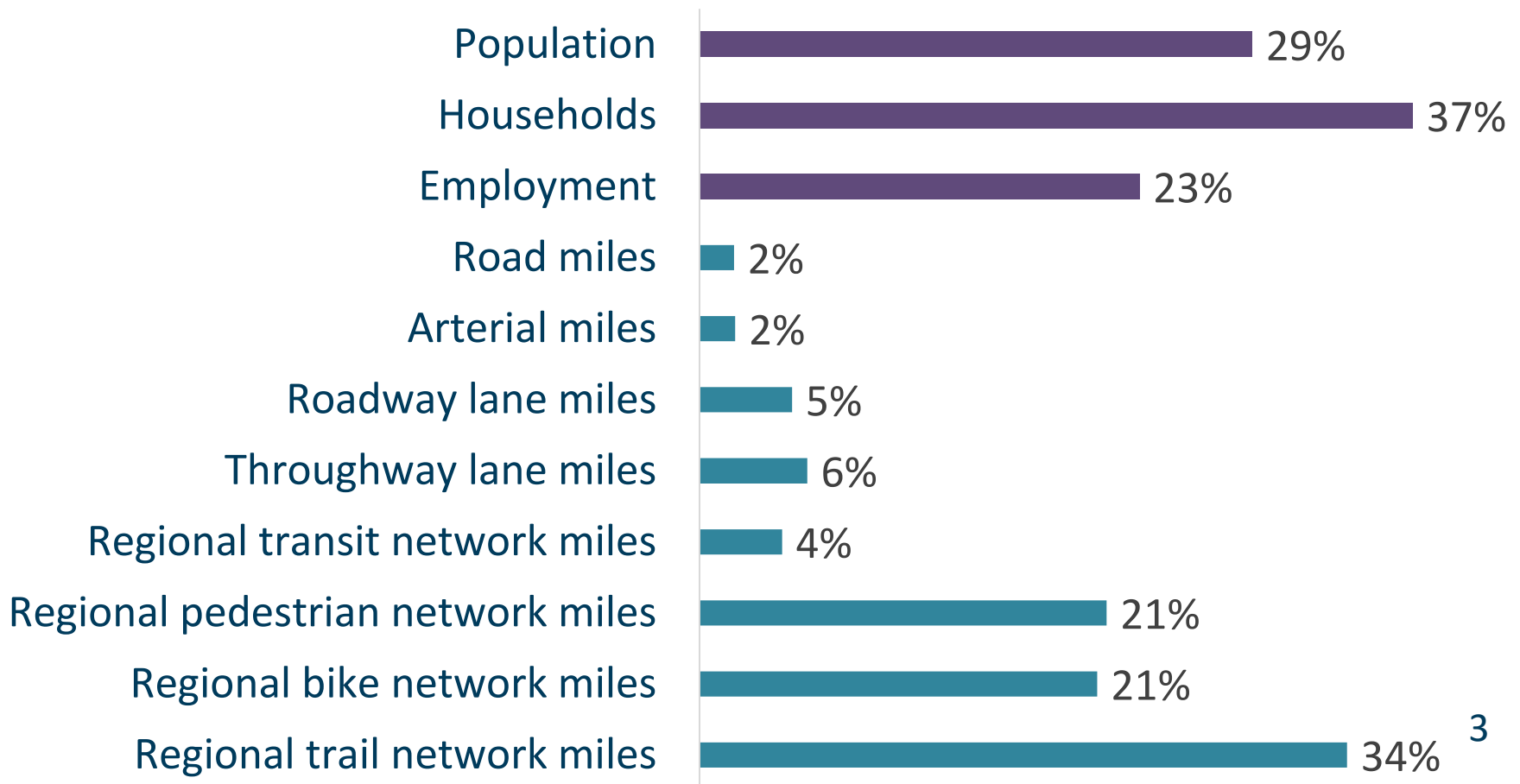
May 5, 2023

Draft system analysis: key findings

- In most cases, the RTP makes progress toward meeting regional goals.
- The RTP doesn't achieve all of its target outcomes.
- The RTP achieves mixed results for mobility, equity and economy goals.
- The region is not on track to meet our safety goals, and data shows our streets are getting less safe.
- Results are shaped by the fact that our region continues to grow.

Our region is growing and changing

% growth in the region and its transportation network, 2020-2045



Draft results: mobility



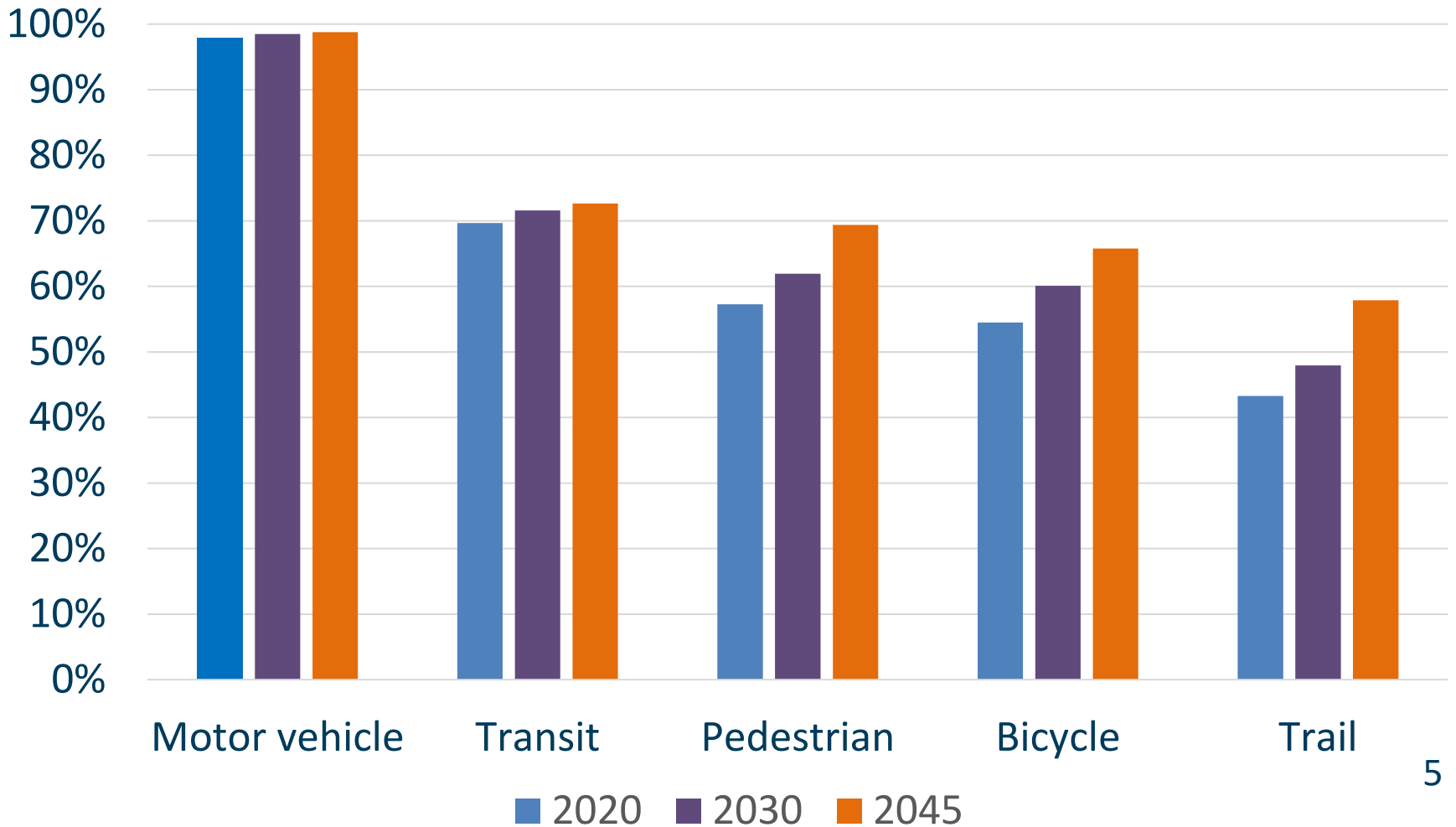
- Triple transit, bike and pedestrian mode share
- Improve access to jobs via driving and transit
- Provide equal access via transit and via driving
- Complete transportation networks
- Prioritize bike/ped facilities near transit

Increasing the share of RTP capital spending dedicated to projects that help fill regional network gaps (currently 29%) could improve these results.

System completeness



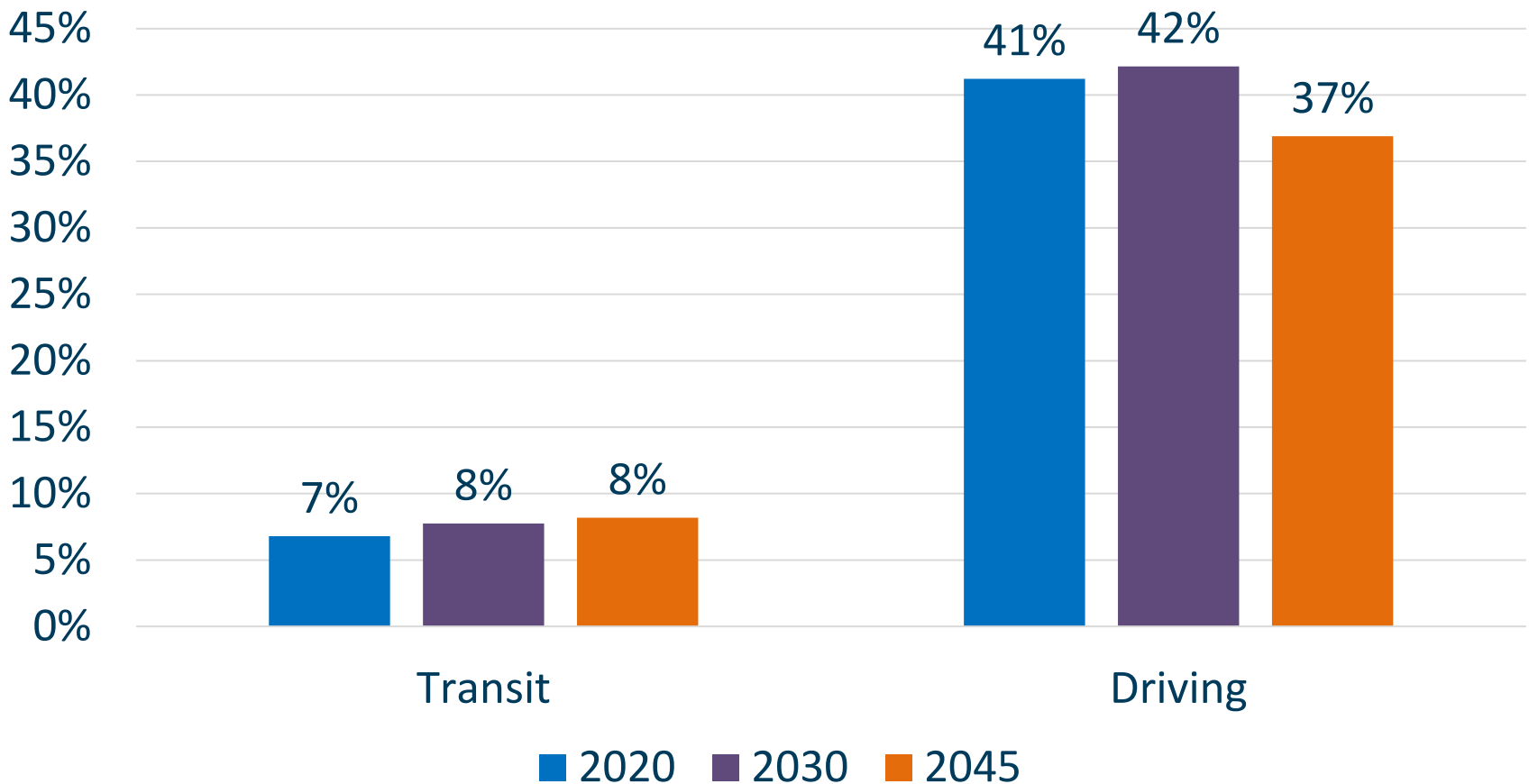
% of regional travel networks that are complete



Access to jobs



% of the region's jobs accessible within a 45-minute transit ride / 30-minute drive



Draft results: safety



○ Reduce serious crashes to maintain progress toward the region's Vision Zero target.

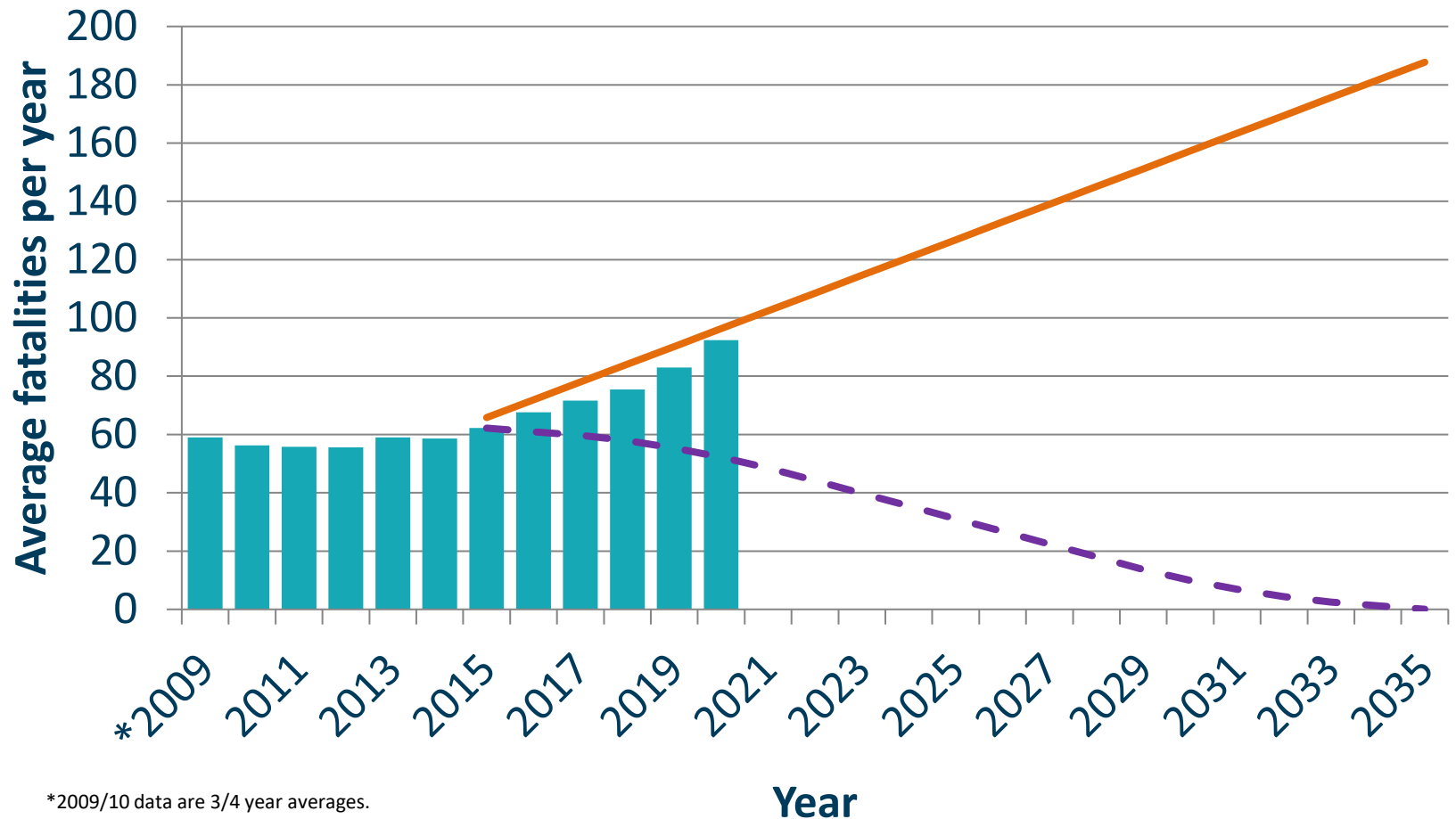
- Our streets are getting less safe.
- Pedestrians are disproportionately likely to die while traveling.
- Traffic deaths are decreasing among cyclists.
- Heavier passenger vehicles appear to play a role.

Accelerating projects on the high-injury network and ensuring that projects on this network include safety features could improve these results.

Draft results: safety

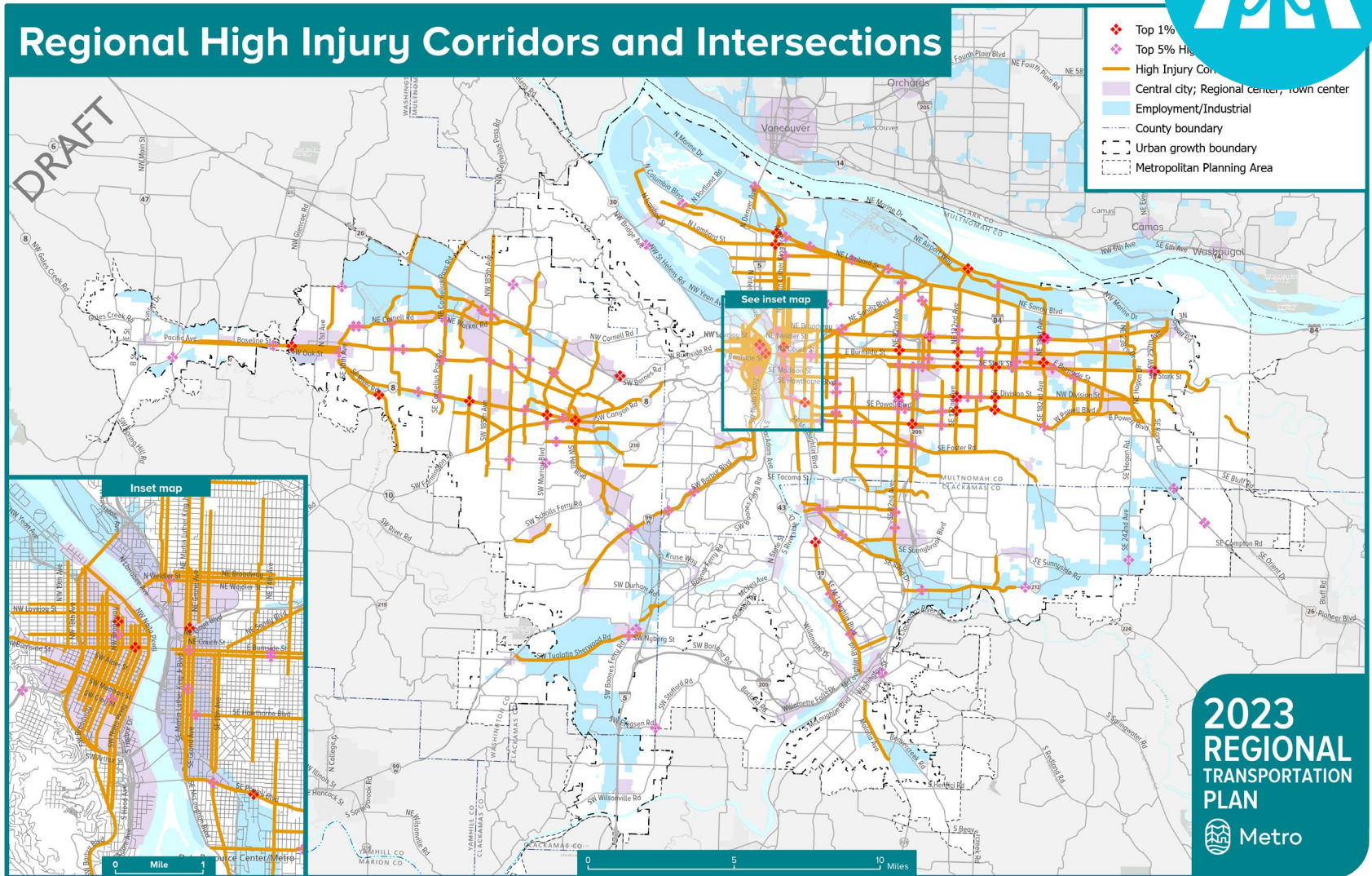


Annual traffic fatalities (5-year averages),
trend, and targets



*2009/10 data are 3/4 year averages.

Updated High Injury Network



Corridors where 60 percent of serious/bike/ped crashes occur & the 5% of intersections with the highest rates of these crashes.

Draft results: equity

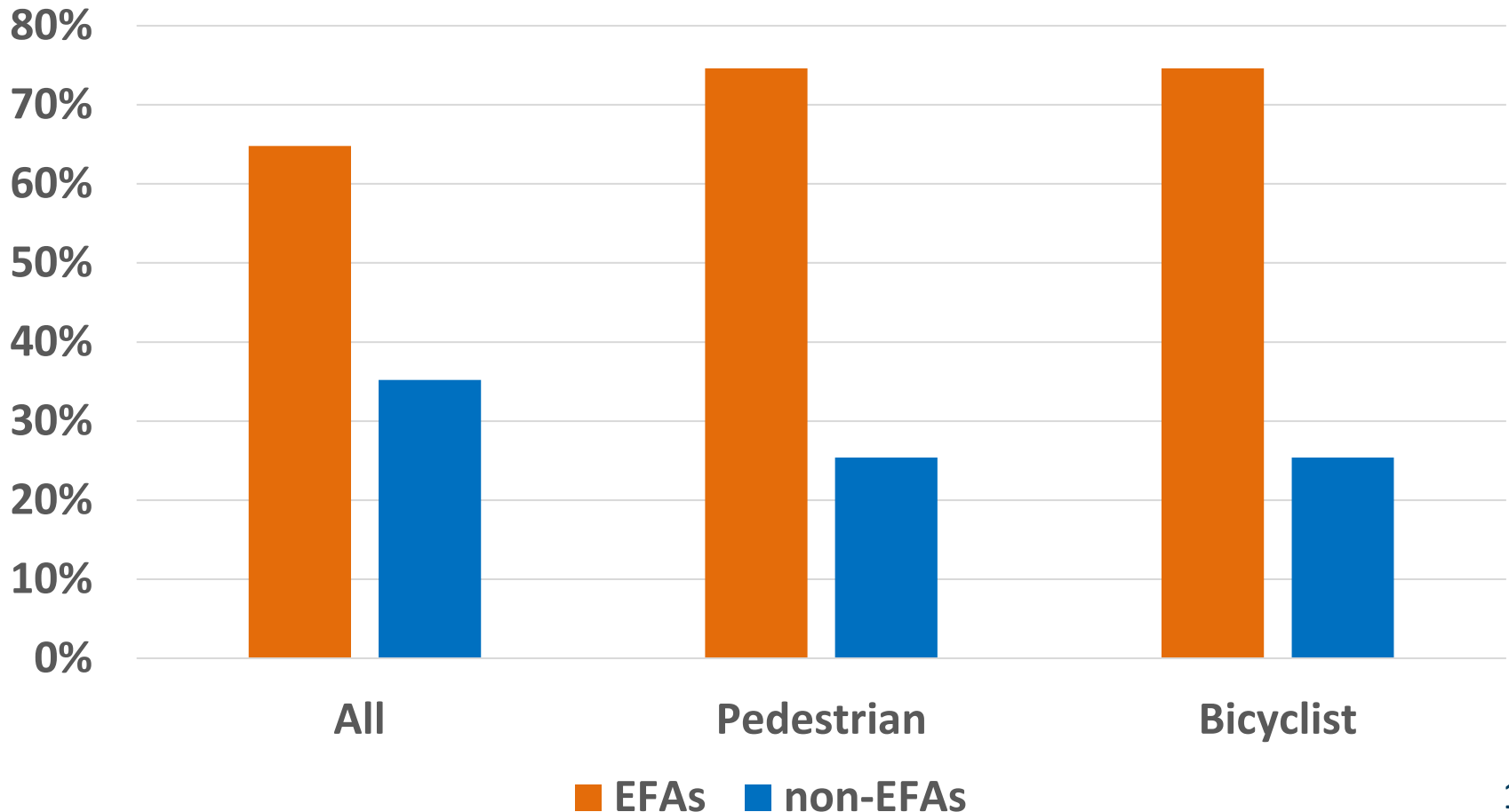


- Eliminate safety disparities in Equity Focus Areas
- Prioritize bike/ped facilities in EFAs
- Prioritize improving access to jobs in EFAs

Accelerating projects that invest in EFAs – and particularly in transit access, transit service, and safe streets – could improve these results.

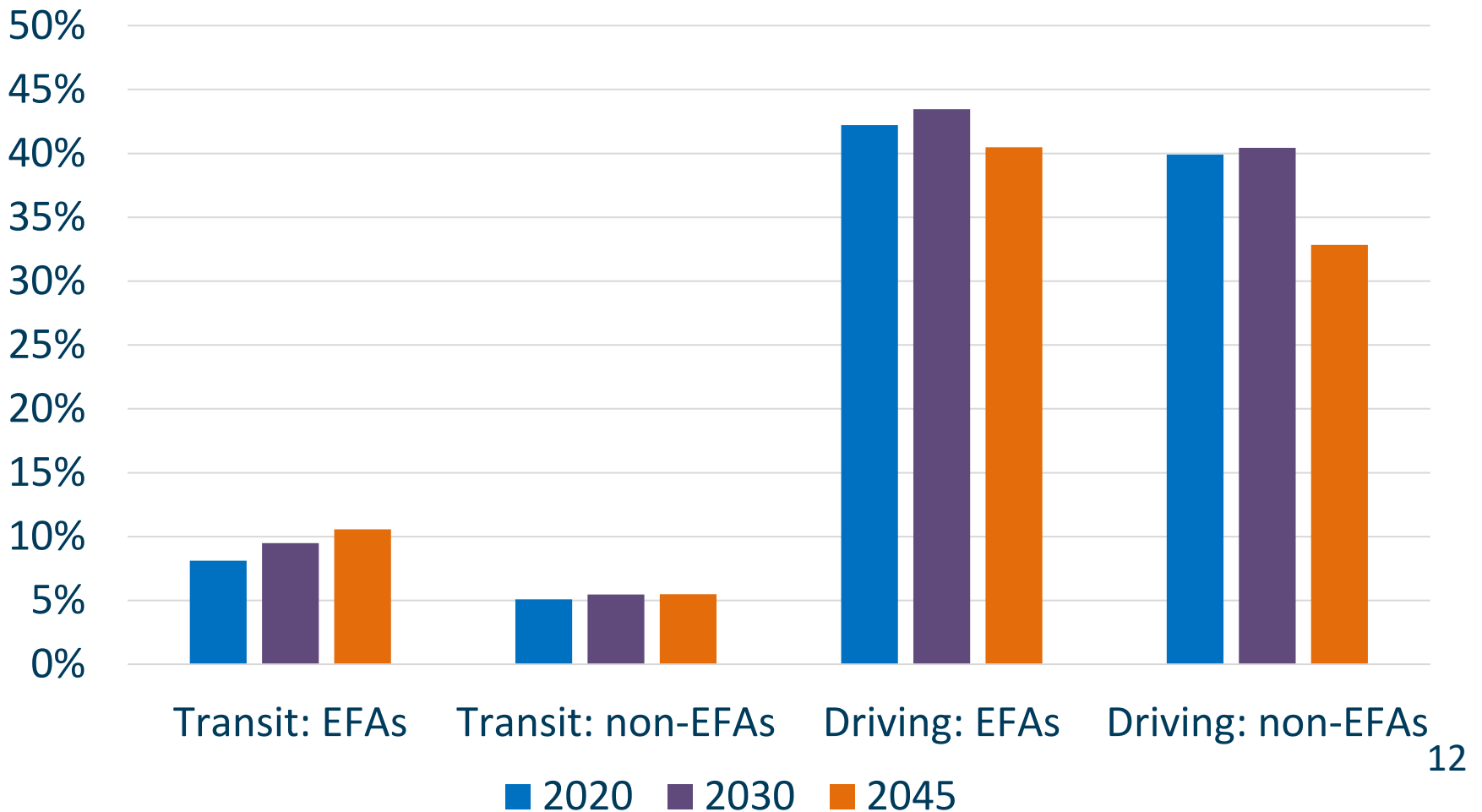
Safety is an equity issue

Crashes by mode and in equity focus areas, 2016-21

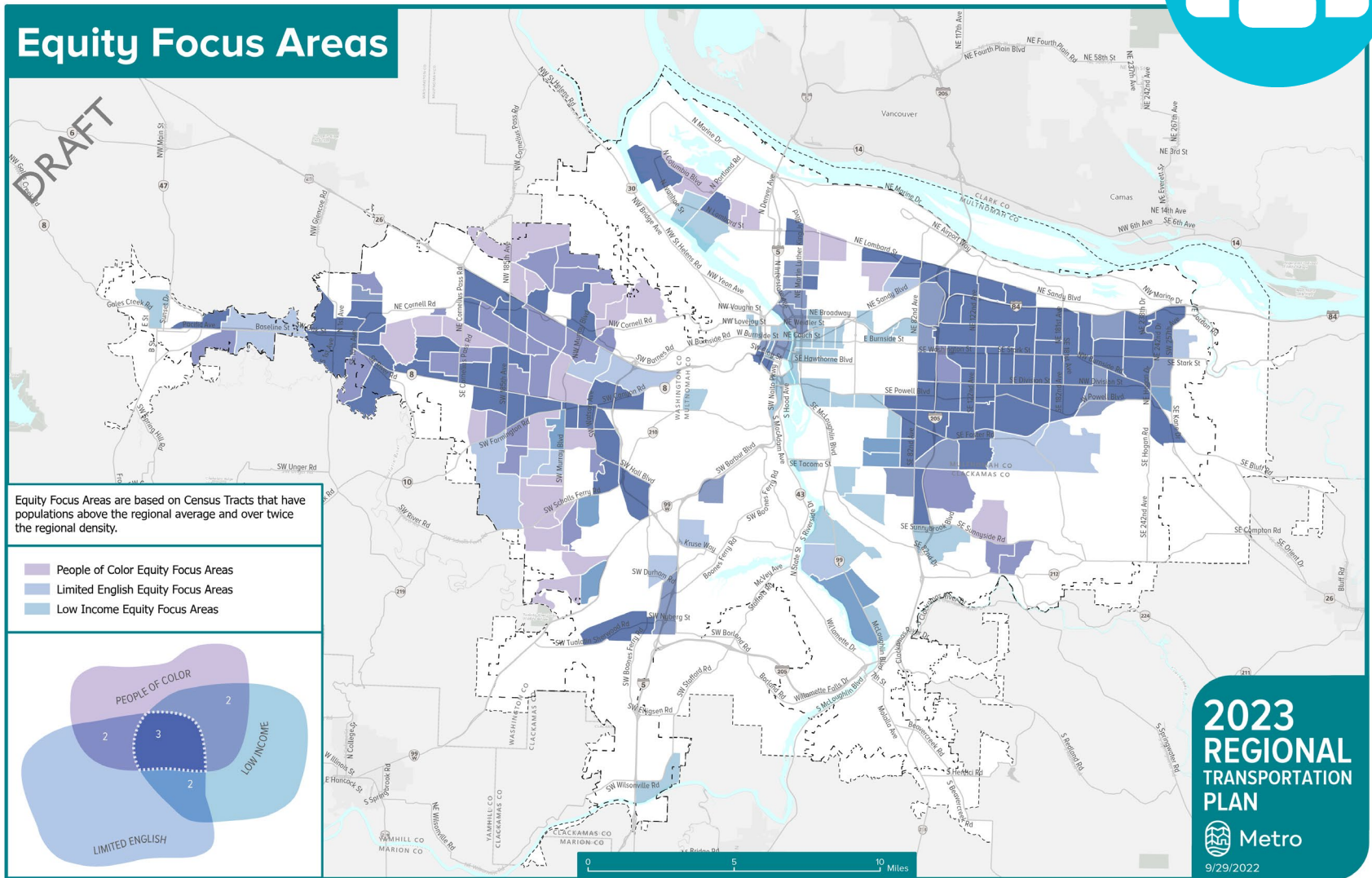


Equity and access to jobs

Access to jobs by mode and in equity focus areas



Updated Equity Focus Areas



EFAs are places with concentrations of people of color, people with low incomes, and people with limited English proficiency.

Draft results: economy

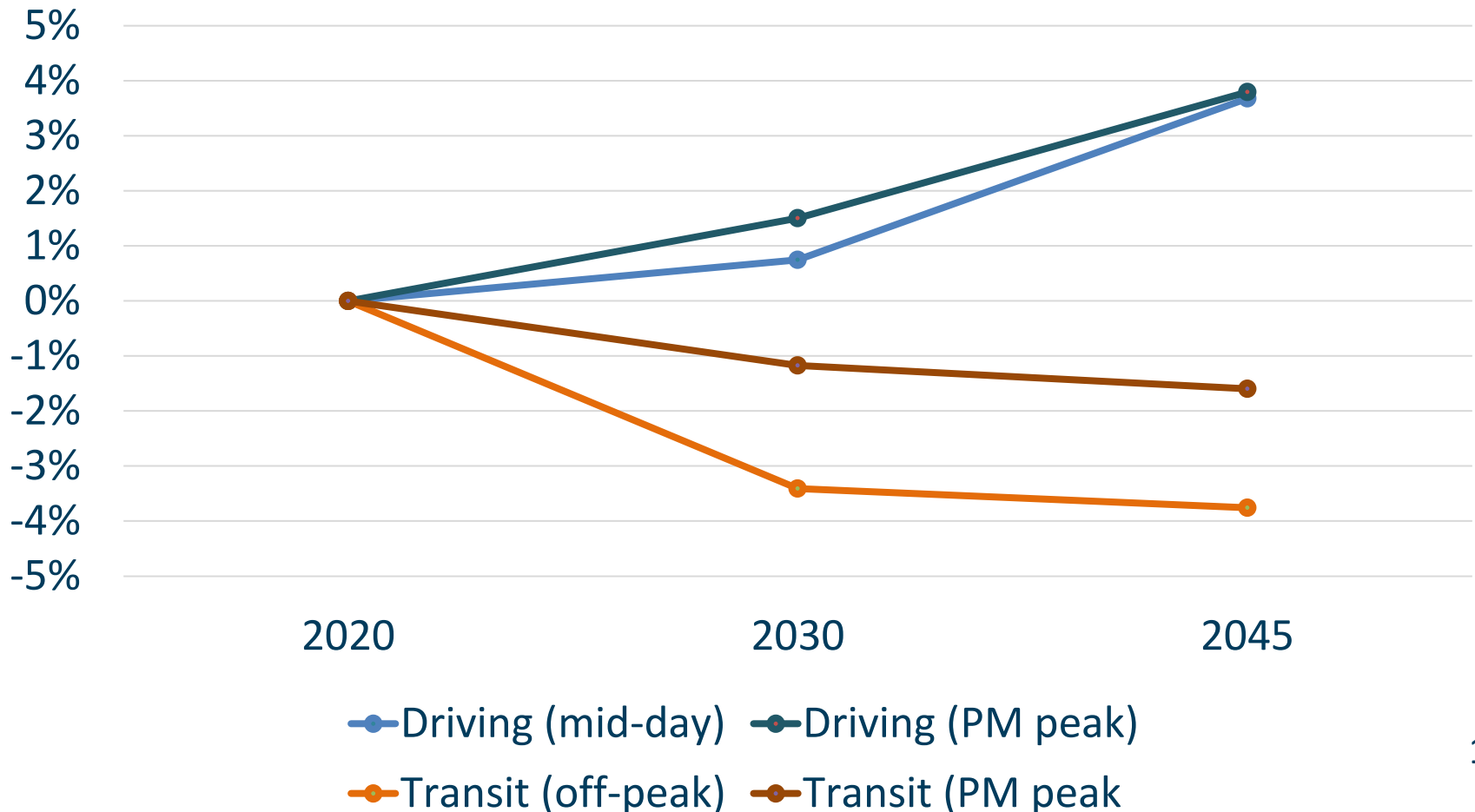


- Decrease driving travel times along key corridors
- Decrease transit travel times along key corridors
- Prioritize bike/ped facilities in centers, station communities, and mixed-use areas
- Prioritize bike/ped facilities in employment and industrial areas

The vast majority of RTP spending goes toward serving the places where current and planned jobs are concentrated.

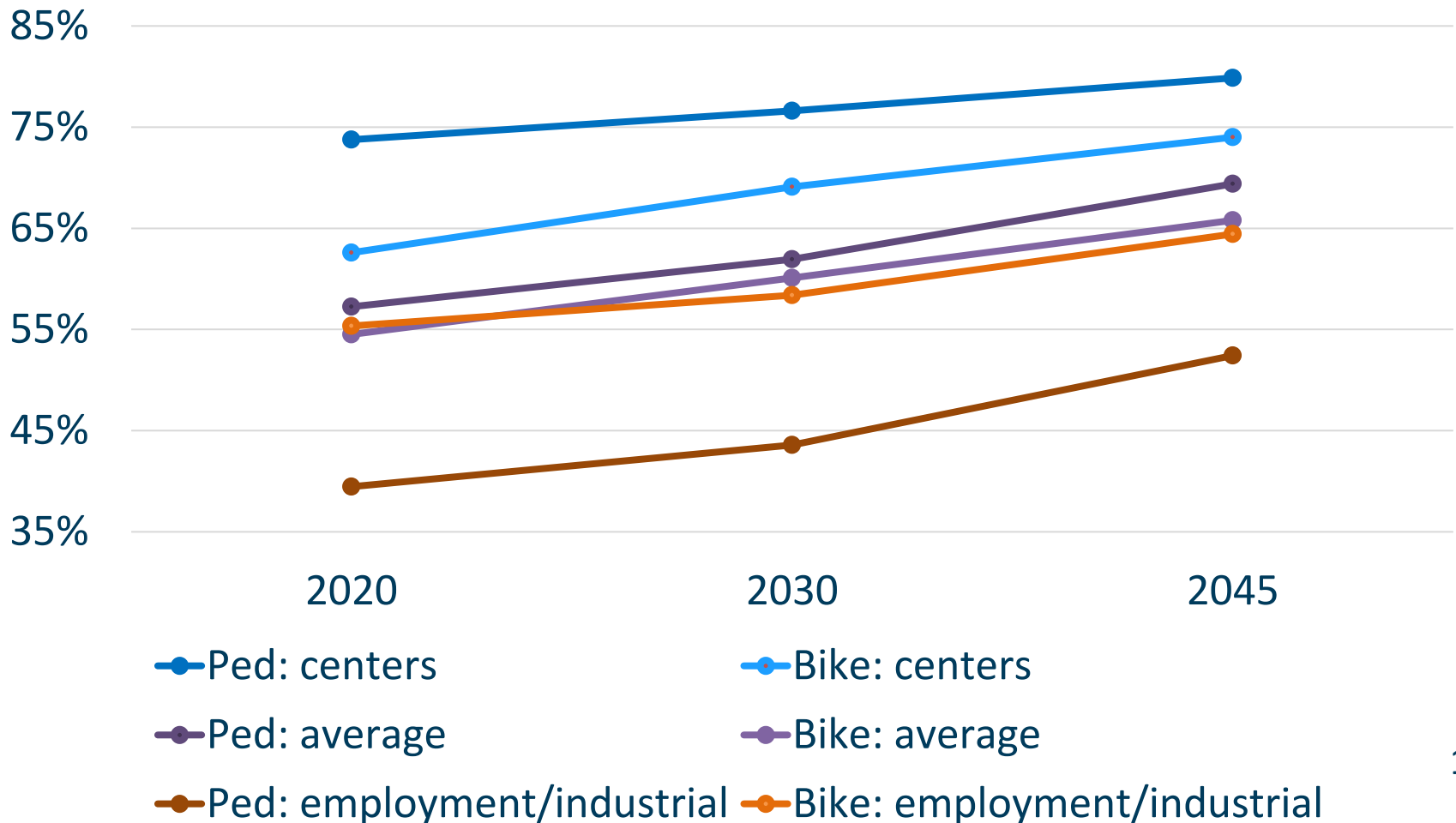
Corridor travel times

Change in average mobility corridor travel times by mode and time of day



System completeness

Change in bike/ped system completeness in centers and **employment/industrial areas**



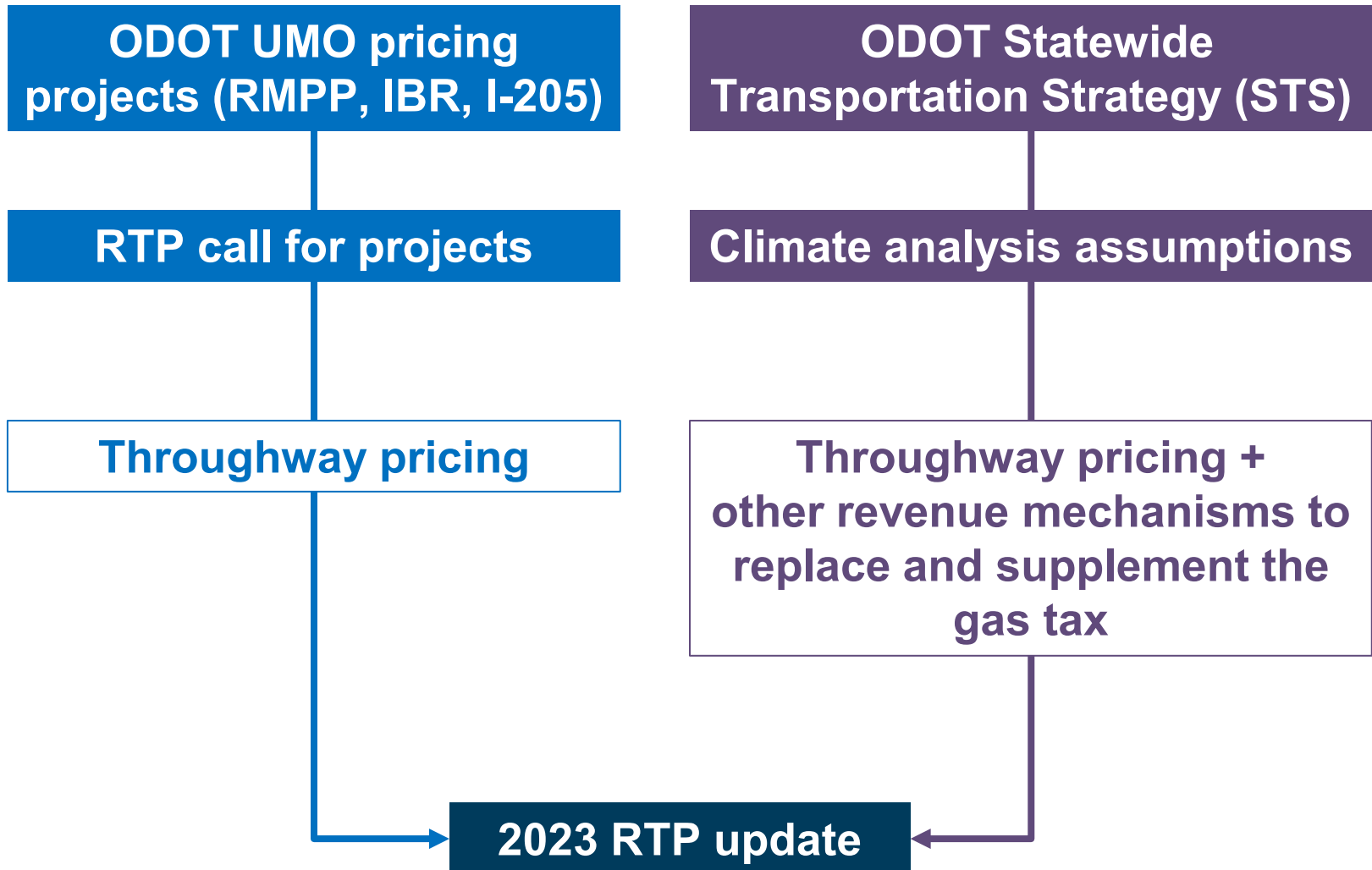
Draft results: climate



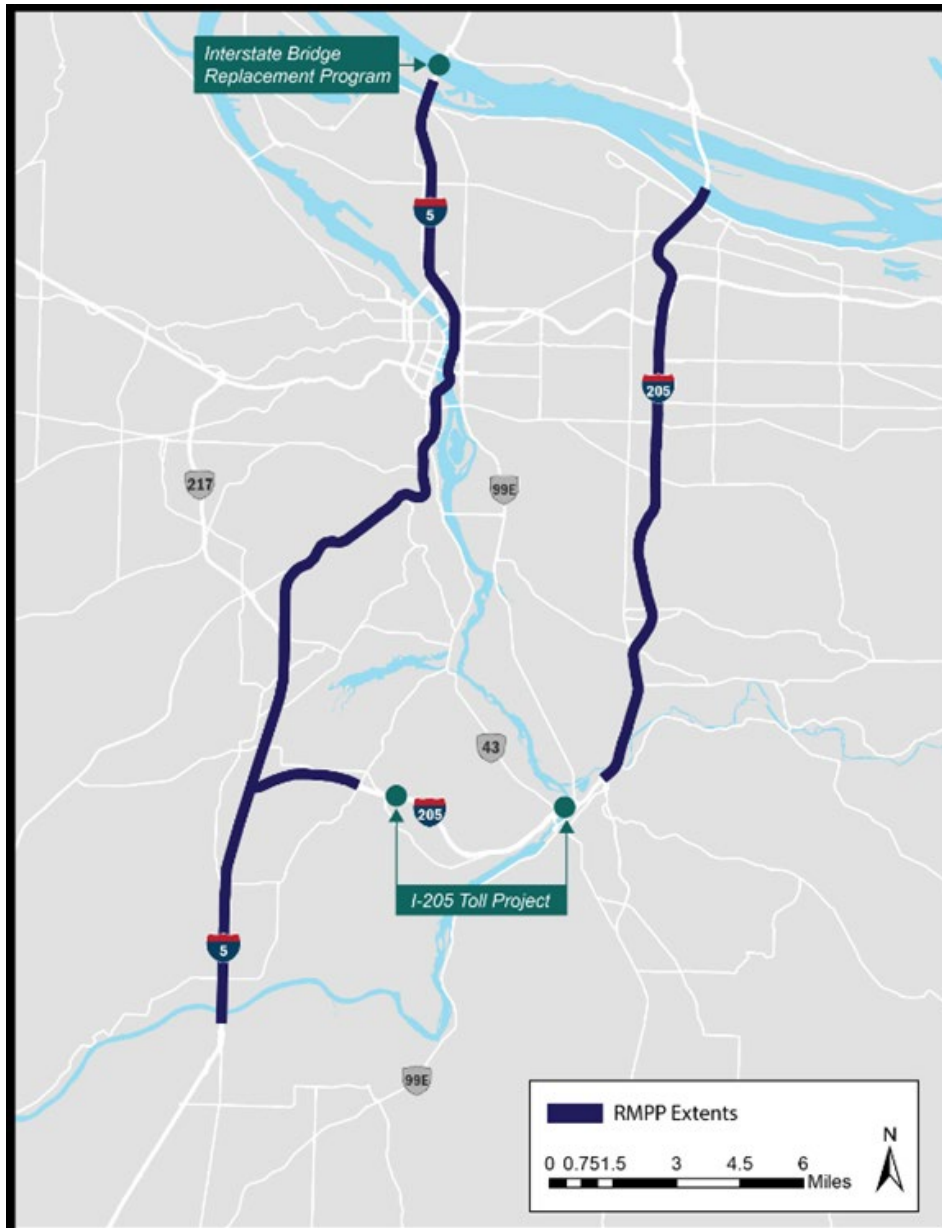
● The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis.

- The State is working to identify new revenue sources to replace or supplement the gas tax.
- The ODOT Urban Mobility Office and ODOT Climate Office both provide relevant information.
- We have prepared scenarios to illustrate how these assumptions affect greenhouse gas emissions.
- Increased transit service, parking pricing and other Climate Smart strategies can also help meet targets.

State-provided cost-of-driving assumptions in the RTP



Throughway pricing in the RTP



Tolls are collected both on the I-5 Bridge and I-205 Toll Projects (green dots with call-outs) and in Regional Mobility Pricing Project corridors (purple lines)

Regional travel demand model vs. VisionEval



	Regional travel demand model	VisionEval
Uses	Analyzing RTP performance measures	Analyzing climate scenarios and demonstrating consistency with targets
Data sources	Travel surveys	Research on relationships between prices, infrastructure, travel, and emissions
Scale	Network-based	Regional
Throughway Pricing inputs	Prices on specific network links / at specific times of day	Average cost per mile of traveling on the throughway network during congested periods

VisionEval scenario assumptions



RTP23 + AP (Adopted state Plans)

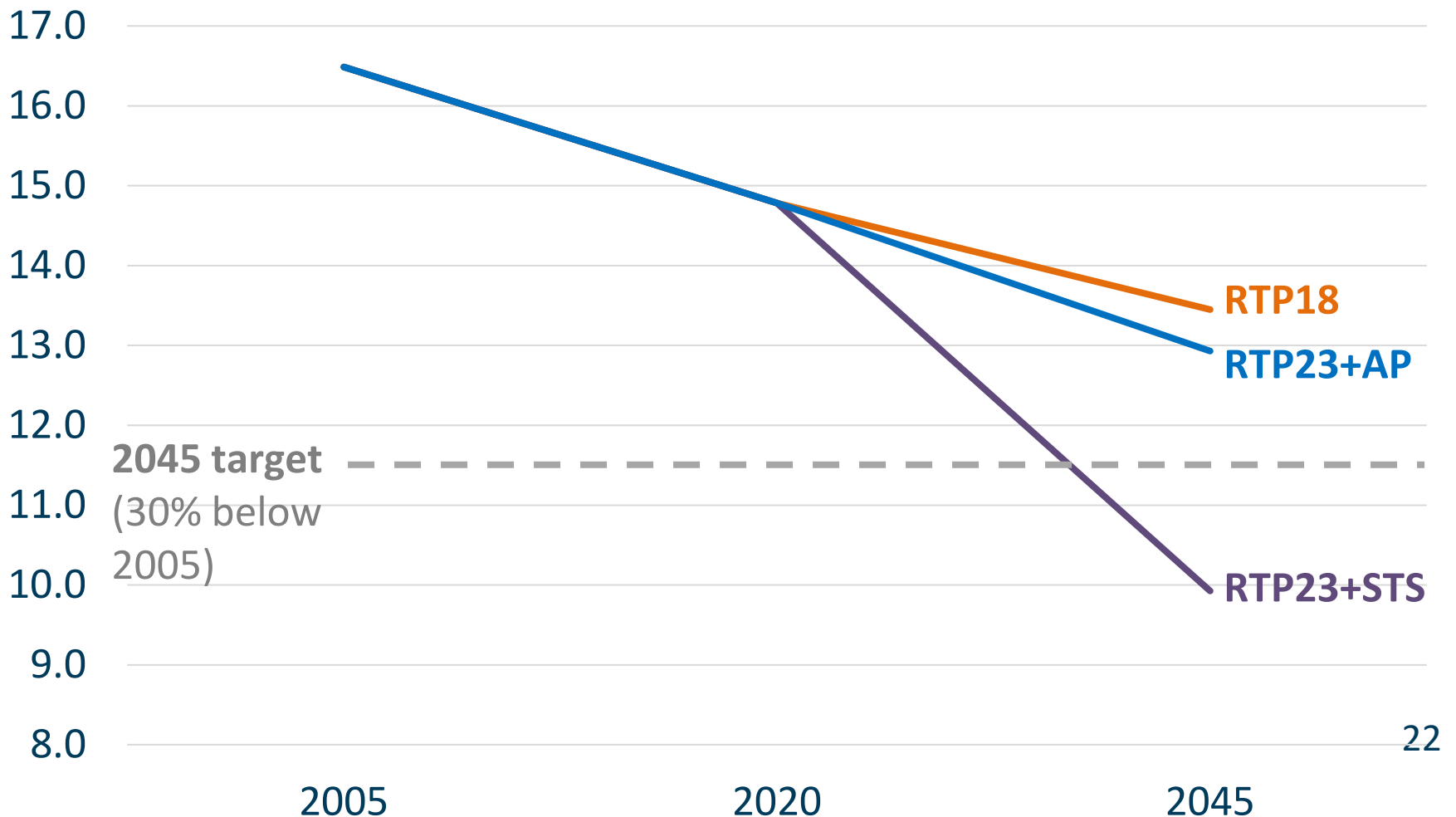
RTP23 + STS

Throughway pricing	RMPP, IBR, and I-205: avg. ~\$0.13/mi on I-5 and I-205	\$0.30/mi during peak periods (~2x RTP23 rates)
Additional gas taxes / equivalents	None	\$0.39/mi

Progress toward climate targets



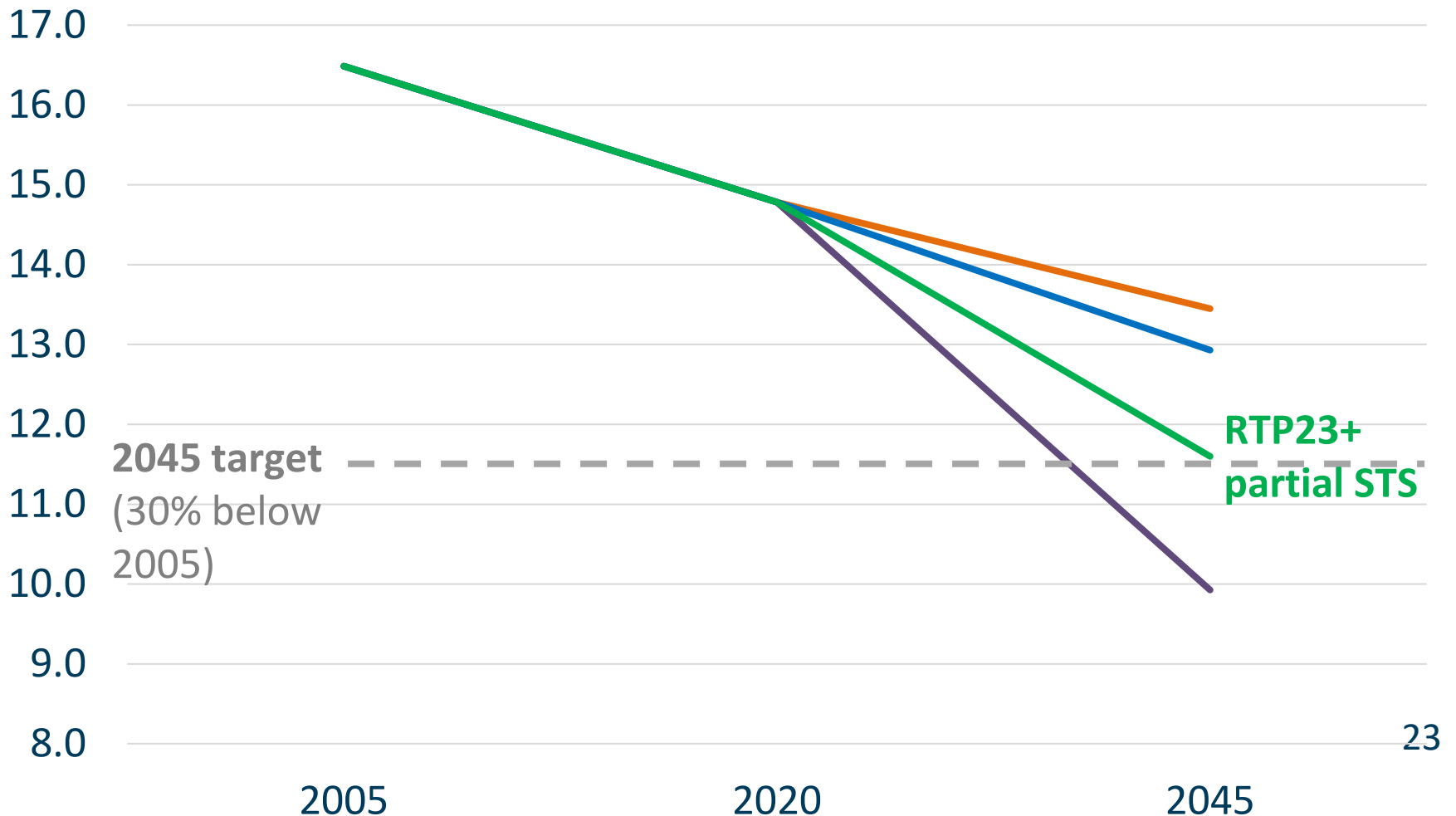
Daily VMT per capita by scenario vs. regional climate target



Progress toward climate targets



STS throughway pricing plus \$0.16-0.19 in additional gas tax equivalents meets targets.



Analyses still underway

- Travel speed reliability on throughways
- Freight-related measures
- Criteria pollutants and air toxics
- Households near transit / active transportation facilities
- Impact of tolling on system performance
- Transit system performance

Next steps

March to May	<p>Metro evaluates how projects advance RTP goals (equity, climate, safety, mobility and economy) and seeks public input on draft project list</p> <p>Metro reports findings to Metro Council, and technical and policy committees, including county coordinating committees</p>
May 11	<p>JPACT/Metro Council workshop to provide feedback on project priorities and discuss opportunities to make more near-term progress on RTP goals</p> <p>Metro staff prepare draft RTP and draft HCT Strategy for public review</p>
May 24	Letters of endorsement from governing bodies and project list refinements due
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Discussion questions

- What questions do you have about these results?
- Do you have thoughts about how to improve the RTP's performance based on these results?
- Are there additional climate scenarios you would like to explore?
- Do you have suggestions about how to present these results to JPACT and Council?

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*Recommended Projects for Implementing the 2021
Transportation System Management and Operations
Strategy*

TPAC, May 5, 2023

Intros and TransPort Members

Voting Members	Lead	Alternates	Alternates
ODOT	Kate Freitag, TransPort Chair	Mike Burkart**	
TriMet	A.J. O'Connor, TransPort Vice Chair	Matt Fouts***	Vincent Vu
Metro	Caleb Winter, TSMO Program Manager	Ted Leybold	Eliot Rose
Clackamas County	Carl Olson	Joe Marek	
Multnomah County	Jim Gelhar (proxy)	Rick Buen	Jessica Berry*
Washington County	John Fasana	Matt Dorado	Cadell Chand
City of Portland	Bikram Raghubansh****	Alison Tanaka	

*TPAC member or alternate

**Cooperative Telecommunications Infrastructure Committee Lead

***ITS Network Management Team Lead

****ITS Architecture Lead

Process

Reviewer Team

50% or more will be community representatives
Up to 50% from public agencies

TransPort Subcommittee
TSMO/ITS managers

**Transportation Policy
Alternatives Committee**
Planning staff and community representatives

**Joint Policy Advisory
Committee on Transportation**
Elected officials and agency directors



Metro Council

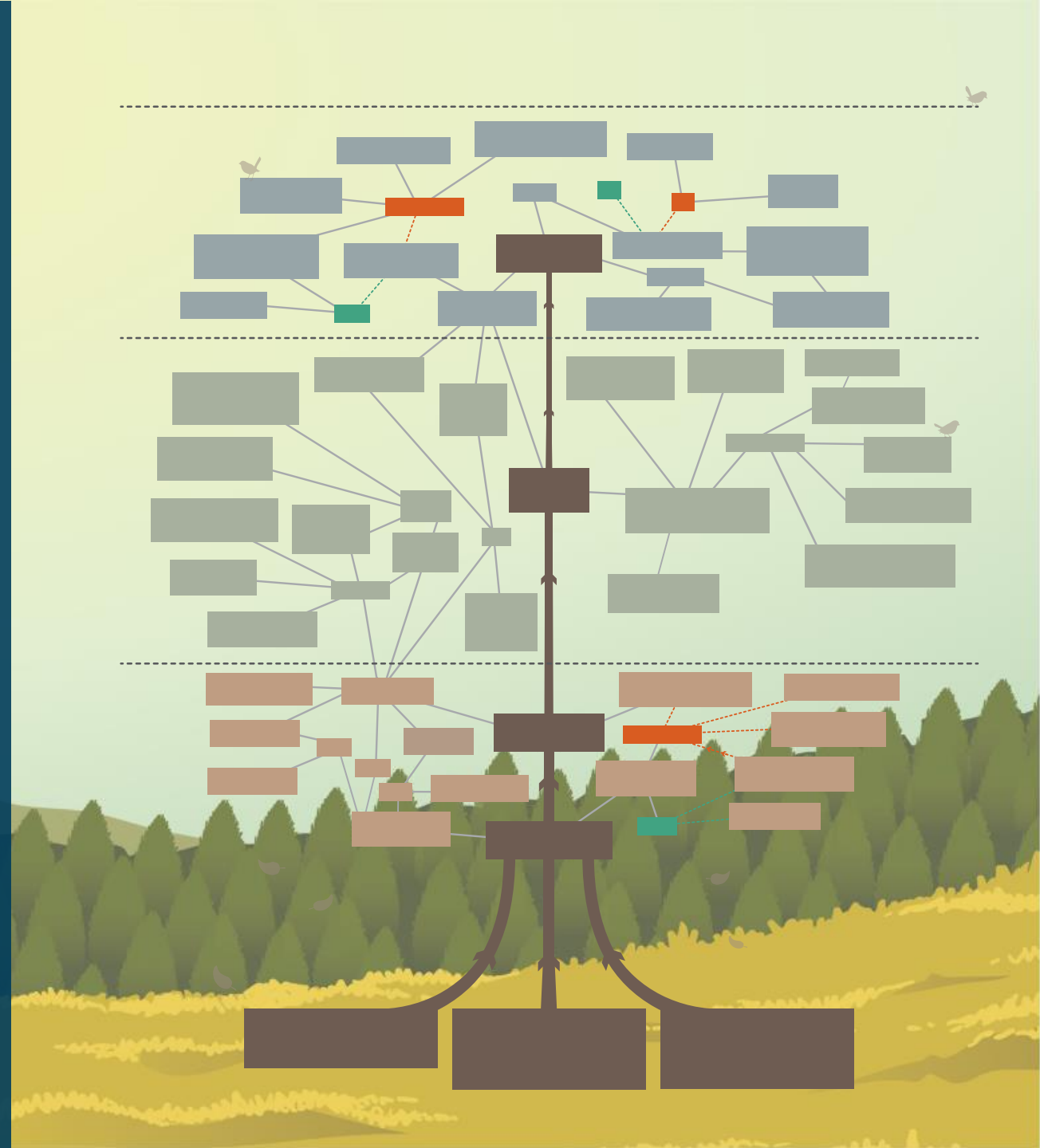


-
- Project Solicitation Criteria
 - Recommended projects to implement the 2021 TSMO Strategy in cities, counties and region-wide
 - Growing capabilities as a result of TSMO investments
 - Summary, Next Steps, Questions and Answers



-
- **Project Solicitation Criteria**
 - Recommended projects to implement the 2021 TSMO Strategy in cities, counties and region-wide
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2021 TSMO Strategy



Equity criteria is 50 of 100 points

Purpose & Need (10 points)	The Equity Tree roots are about the voices, context and choices. How do these shape the purpose and need for this project?
Voiced need (10 points)	Who was, or will be included in TSMO decision-making for the proposed project?
Context (10 points)	Does this project remove barriers and/or does this project produce data that is currently missing, highlighting gaps identified by BIPOC and people with low incomes?
Choices (10 points)	How does this project improve mobility and/or access for BIPOC and people with low incomes?
Evaluation & Accountability (10 points)	What project evaluation steps will be taken to understand whether the solution created, reinforced, or removed barriers to travel for BIPOC and people with low incomes? How will this project address barriers in contracting processes and workforces to advance racial equity in its contracting and investments?

2021 TSMO Strategy Project Solicitation - criteria

Precision (30 points)

Across the whole application, what evidence ties the project to a high degree of certainty it will accomplish the outcome, operator capability and/or TSMO Strategy performance measure it is proposes to achieve?

Timing (10 points)

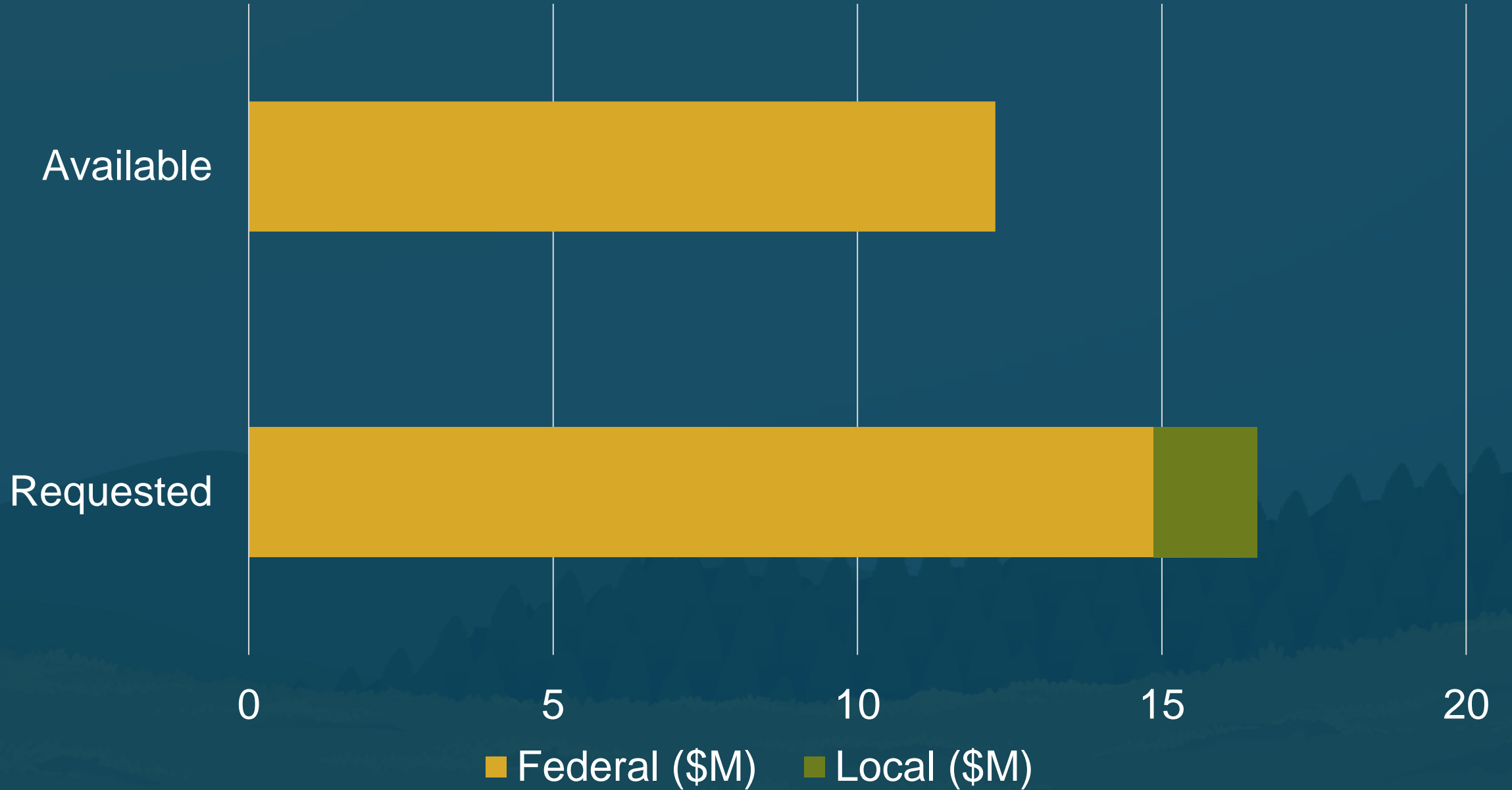
When over the next ten years is the project needed most?

Budget Estimates & Evaluating Risk (10 points)

Allow reviewers to assign a high-, medium- or low- rating across:

- Project-readiness
 - Understanding all the costs involved
 - Providing a basis for cost estimates
-

2021 TSMO Project Solicitation - funds

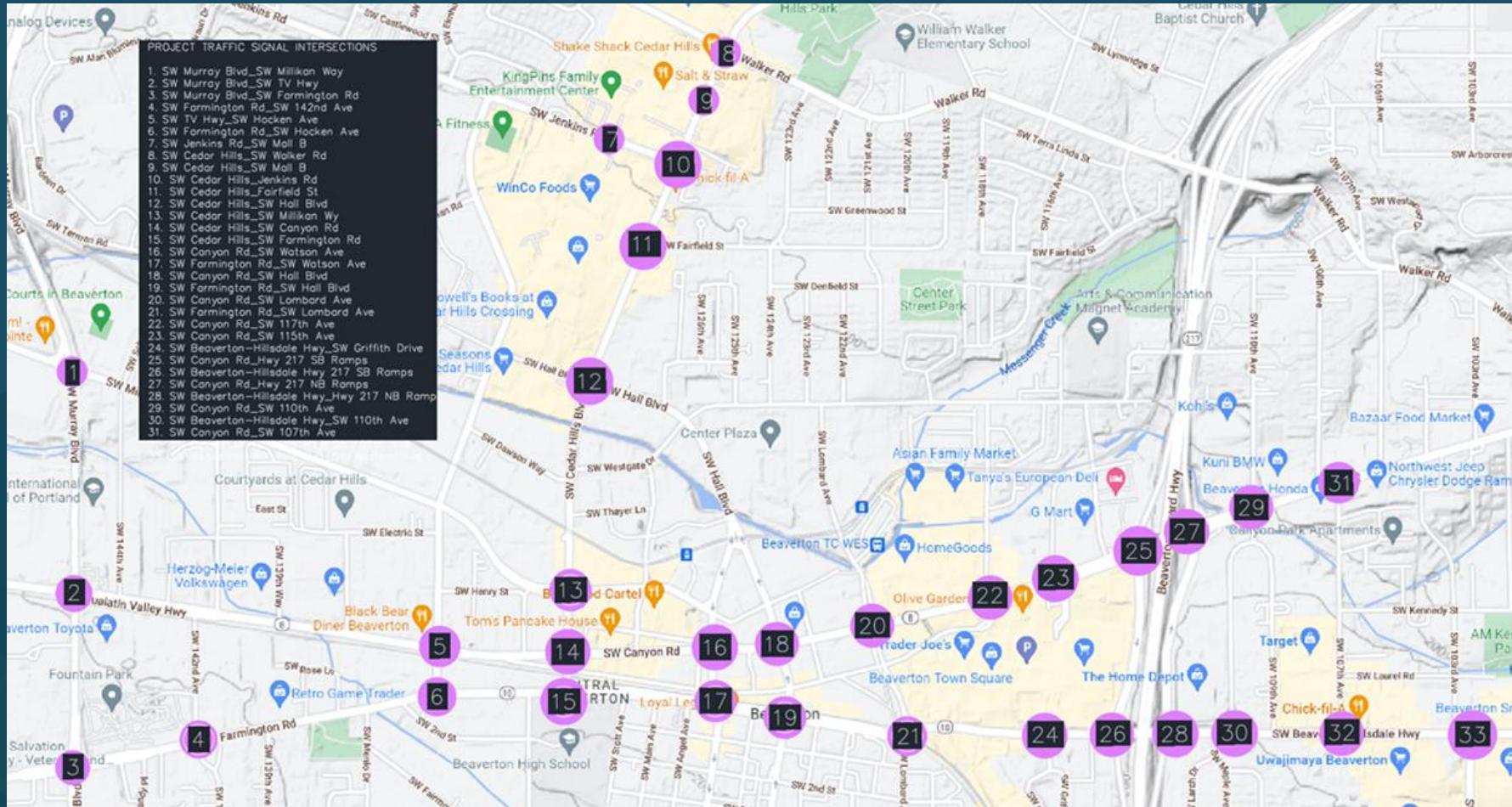




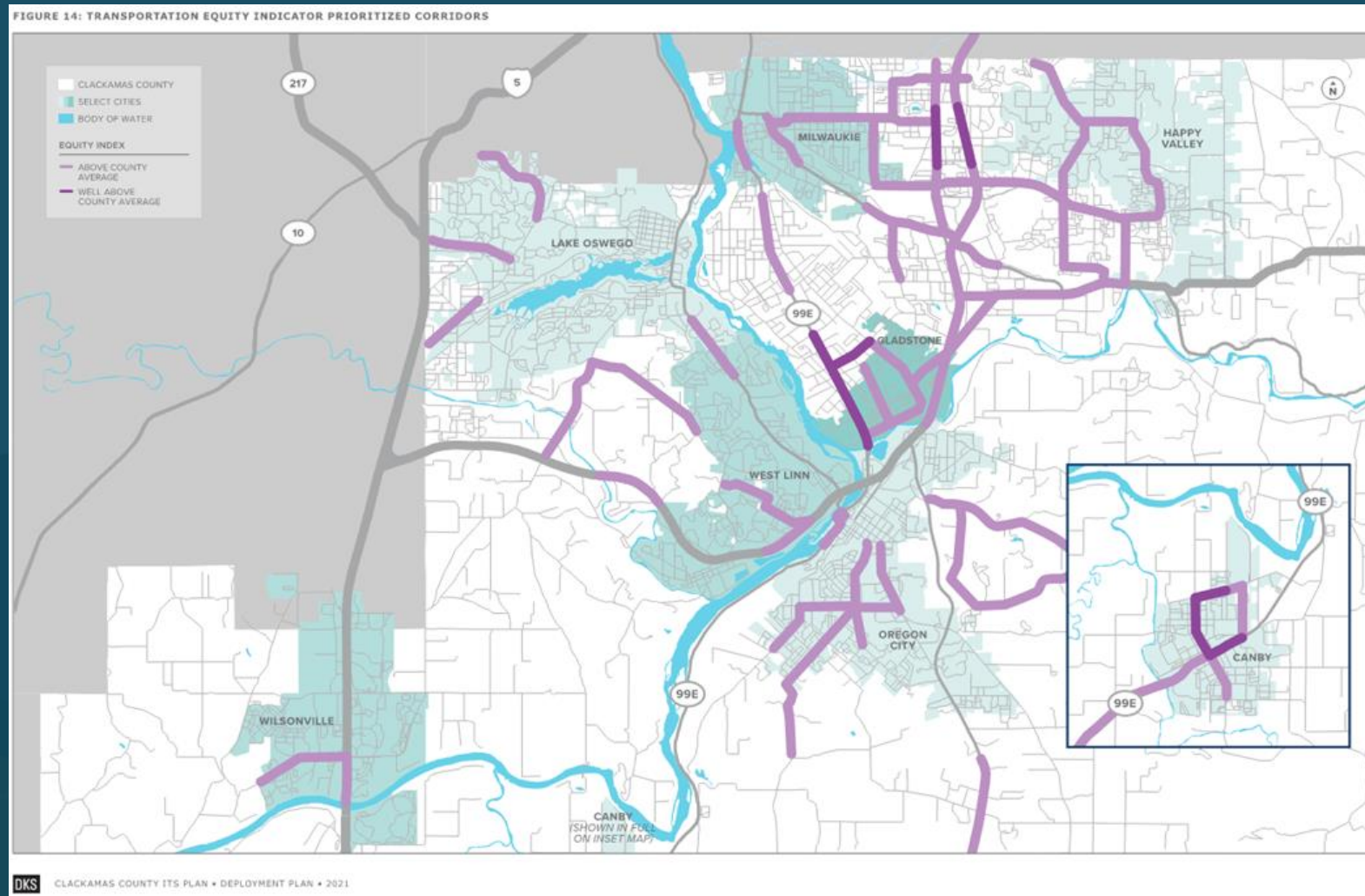
-
- Project Solicitation Criteria
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Beaverton project: Leading Pedestrian Intervals and Smart Detections

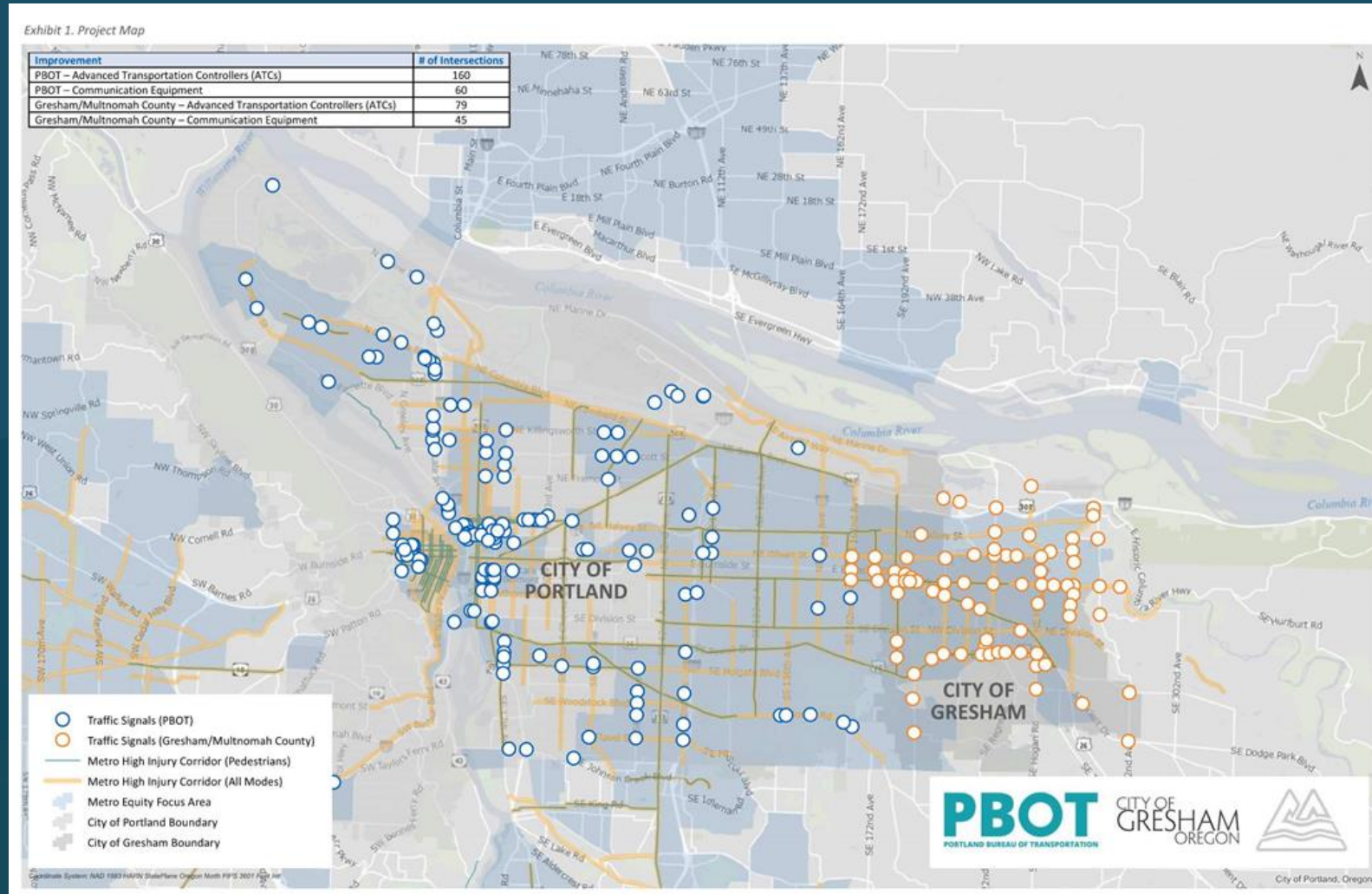
Beaverton: 33 signalized intersections on SW Canyon Rd., SW Farmington Rd. and Cedar Hills Blvd., TV Hwy., Murray Blvd. and SW Jenkins



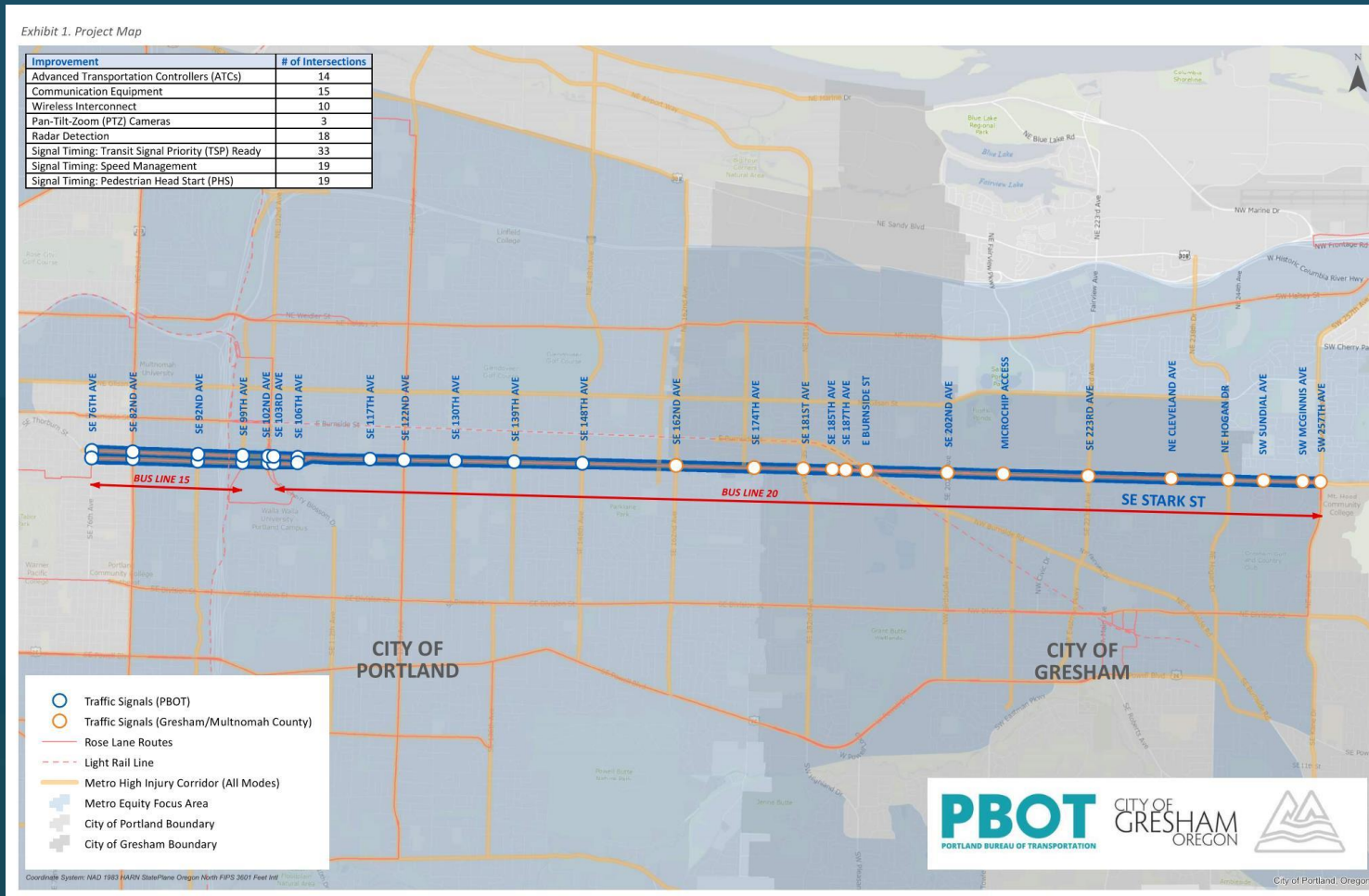
Clackamas: Safety for areas above County averages on an Equity Index



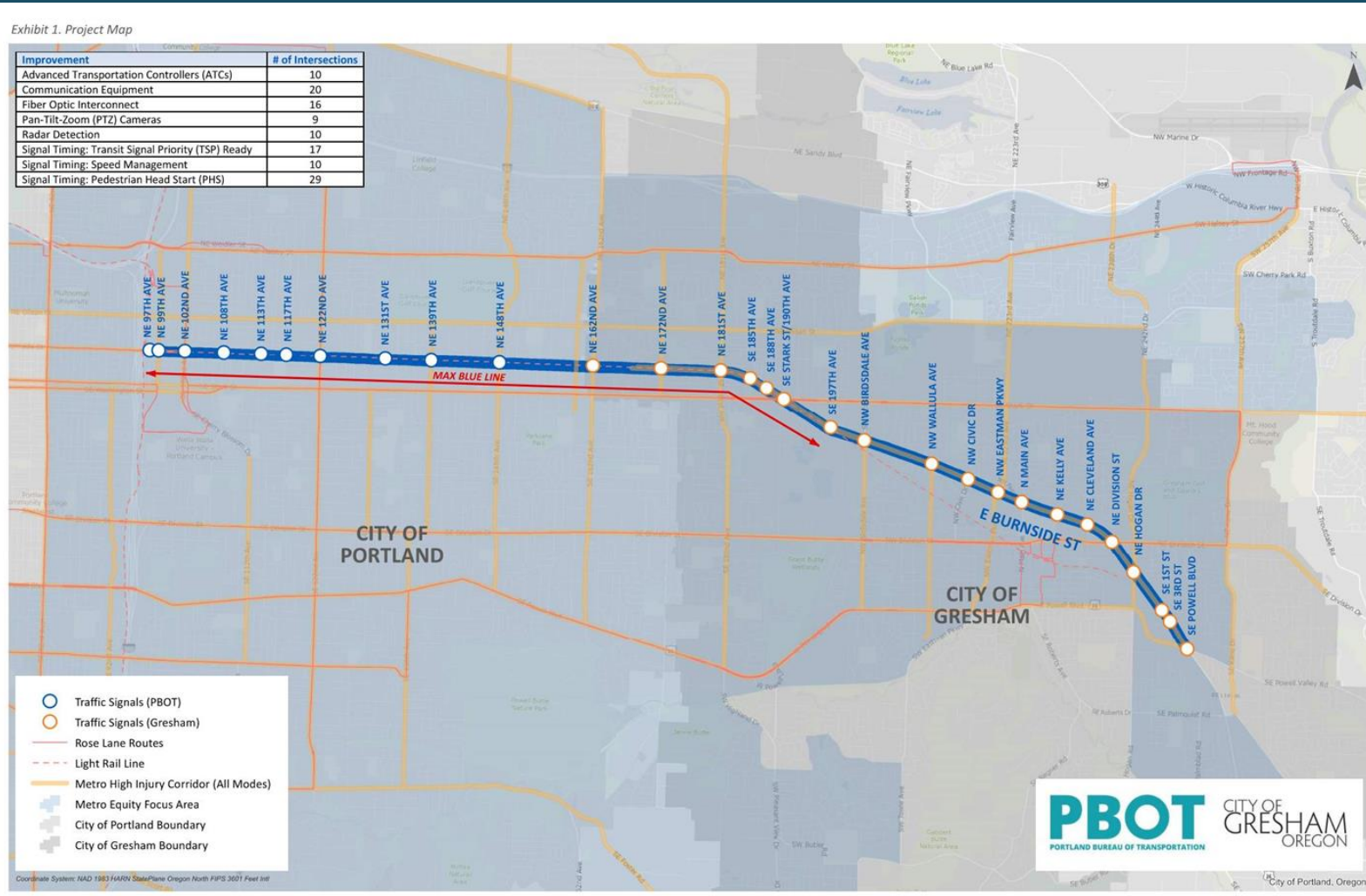
Portland-Gresham: Local Traffic Signal Controller Replacement Phase 2



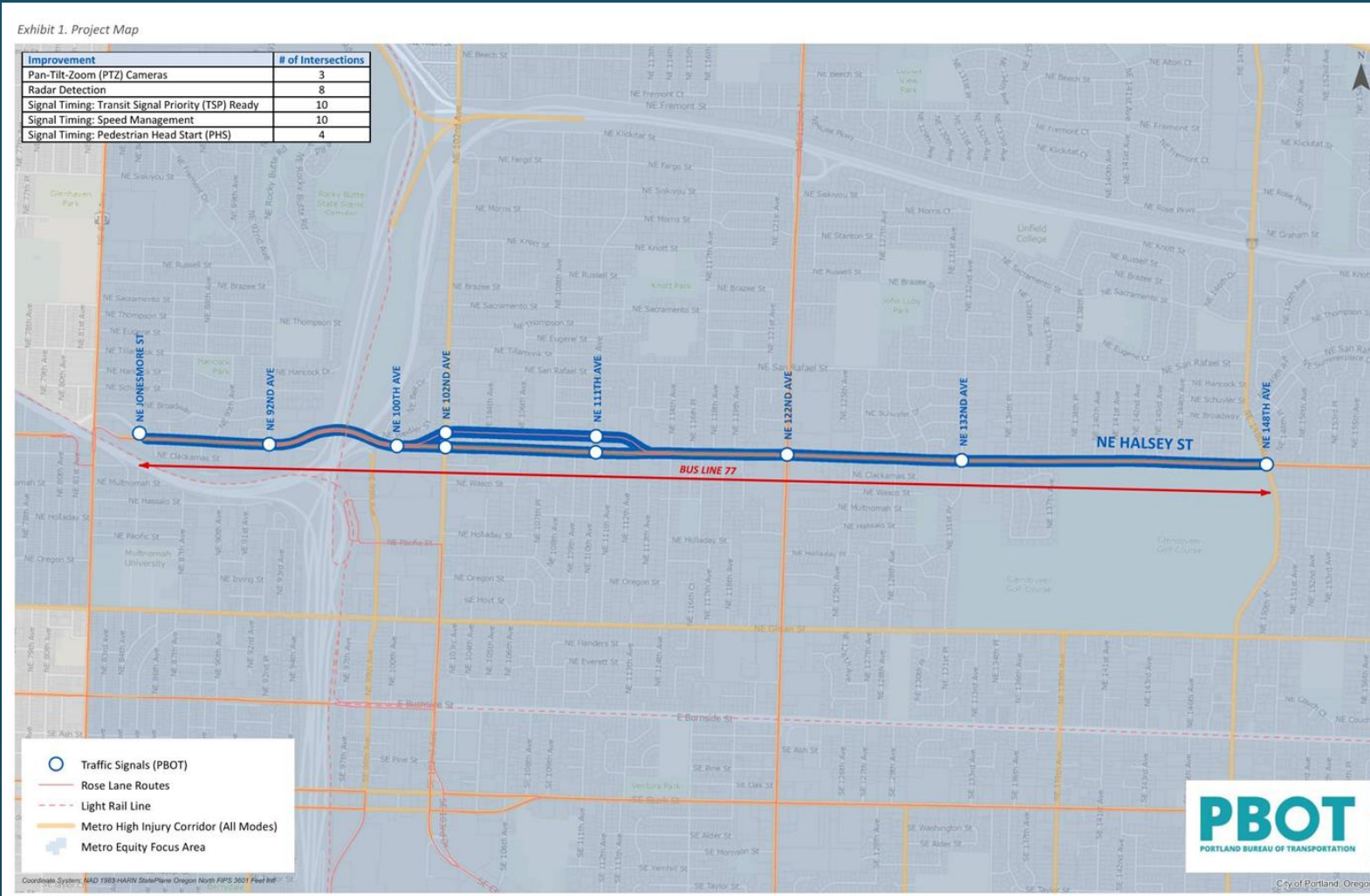
Portland-Gresham: SE Stark Street Next-Gen Transit Signal Priority (TSP) Investments



Portland-Gresham: E Burnside Next-Gen TSP Investments



Portland: NE Halsey Street Speed Management



Region-wide investments

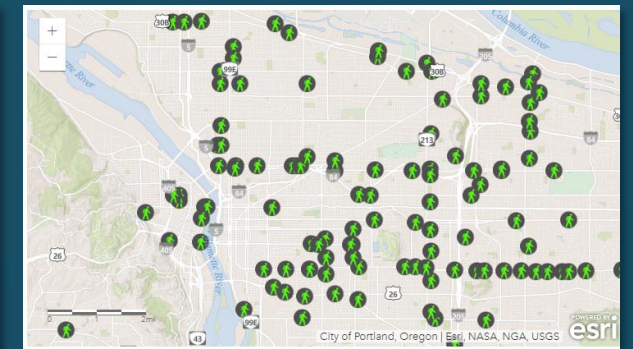
Lead agency	Project
PSU/TREC	PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes (continued; new equity approach to address data gaps)
Metro	Accessible, routable sidewalk data, region-wide sidewalk data OpenSidewalks ITS4US (will create project charter)
City of Portland	Regional Central Signal System Network (list agencies connected and sharing network)
Metro	TSMO Program <ul style="list-style-type: none">• Replace 11 ITS Network Switches at end of life• Update the region's ITS Architecture (due for update after 5 years)• Develop a coordination standard for deploying Next Gen TSP• Evaluate progress on the 2021 TSMO Strategy with TSMO System Completeness.



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- Project Solicitation Criteria
 - Recommended projects to implement the 2021 TSMO Strategy in cities, counties and region-wide
 - Growing capabilities as a result of TSMO investments
 - Summary, Next Steps, Questions and Answers

Signalized intersections: pedestrian safety

Pedestrian Head Start (PHS), also called Leading Pedestrian Interval (LPI)



- Reduces potential conflicts between pedestrians and turning vehicles.
- Safety benefits: 13% reduction in pedestrian-vehicle crashes at intersections.

Images: City of Portland and FHWA

Signalized intersections: advanced capabilities

Traffic signal timing and sensors

- Multimodal signal timing including speed management
- Adaptive to vehicle volumes
- Radar to sense potential conflicts
- Evaluate performance

Operations centers

- Cameras for situational awareness
- Remote access to maintain signals and fix issues

Signalized intersections: Next Generation Transit Signal Priority (TSP)

Longer green light or shorter red light for delayed transit vehicles

- Machine learning provides highly accurate estimated time of bus arrival at intersection.
- Highly accurate ETA allows intersection to optimize
- Cloud based TSP, any bus assigned to Division FX will get TSP

Early results from FX2 Division

- Initial data shows bus riders on FX2-Division are getting as much as eight minutes back in their day, when they travel along Division Street!
- A 70% reduction in signal delay, resulting in up to six-minute time improvements each way.
- A 30% increase in green light success rate.

Note: 7 intersections have bus-only lights for queue jumping

- Data-gathering test is required for federal grant: riders may experience minor delays when traveling between Sunday, May 14 through Saturday, May 20





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Summary

Investments in Safety, Equity, Climate and Congestion Relief

- 300+ improved signalized intersections improving over 30 miles of arterials
 - 5 years of data lake management, analysis and computer science
 - 1 New Signal Data Network, 11 ITS Network Switches
 - 2 TSMO regional planning-related projects
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Next steps

- ✓ TPAC May 5
- Award letters
- MTIP Amendments
- Intergovernmental Agreements (scoping, community input on select projects)
- Procurement
- Contracts
- Implementation (planning, systems engineering, testing, deployment and other phases)
- Evaluation



Metro

TransPort



Portland Metro Region

Q&A

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