

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THREE)	RESOLUTION NO. 23-5345
NEW PROJECTS AND CANCELING ONE)	
PROJECT TO THE 2021-24 MTIP)	Introduced by: Chief Operating Officer
ENABLING REQUIRED FEDERAL)	Marissa Madrigal in concurrence with
APPROVAL ACTIONS TO MOVE)	Council President Lynn Peterson
FORWARD)	

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

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

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

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

WHEREAS, the Oregon Department of Environmental Quality’s (DEQ) mission of leading the state in restoring, maintaining, and enhancing the quality of Oregon’s air, land, and water includes a Congestion Mitigation Air Quality (CMAQ) improvement funding call to improve air quality by reducing transportation emissions; and

WHEREAS, DEQ’s CMAQ total available funding in FFY 2023 of \$3,771,134 resulted in two Metro area projects awarded CMAQ funding with one for the Beaverton School District and one for TriMet; and

WHEREAS, both projects involve the purchase and installation of electric vehicle charging stations and completed a pre-award review and evaluation by the State CMAQ Manager and the Oregon Federal Highways Administration office to verify project eligibility for the CMAQ funds; and

WHEREAS, the Beaverton School District’s CMAQ award of \$169,107 project will support the purchase and installation of twenty-two electric charging stations to be added to the existing eight charging stations at its Transportation Service Center (TSC) in Beaverton; and

WHEREAS, TriMet's CMAQ award of \$2,840,000 will support the purchase and installation of DC level-3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service; and

WHEREAS, ODOT received a \$1 million dollar competitive discretionary grant from the Federal Highway Administration's Bridge Investment Program to complete a required study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project in support of the Interstate 5 Interstate Bridge Replacement project; and

WHEREAS, ODOT and Clackamas County have determined that prior completed safety upgrades to South Redland Rd and the revised cost increase affecting the remaining High Friction Surface Treatment necessitates the project cancelation at this time resulting in the Highway Safety Improvement Program funds being returned to the ODOT All Roads Transportation Safety program;

WHEREAS, the programming requirements to the four projects in the June 2023 Formal MTIP Amendment to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on June 2, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 15, 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 three new projects and cancel the South Redland Rd project included the June 2023 Formal MTIP Amendment to the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 11th day of July 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5345

June FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: JN23-10-JUN
 Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23462 MTIP ID TBD New Project	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>ADD NEW PROJECT:</u> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # 23463 MTIP ID TBD New Project	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<u>ADD NEW PROJECT:</u> Purchase and install up to 12 - DC level 3 charging equipment at TriMet's Powell Bus Garage, and 2 opportunity fast chargers in the layover area of Beaverton Transit Center
(#3) ODOT Key # 23456 MTIP ID TBD New Project	ODOT (and WSDOT)	IBR Hayden Island Ground Improvement Study	Implement study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project	<u>ADD NEW PROJECT:</u> Add new USDOT Bridge Improvement Program (BIP) discretionary awarded study to ODOT in support of the I-5 Interstate Bridge Replacement project
(#4) ODOT Key # 21621 MTIP ID 71175	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<u>CANCEL PROJECT:</u> Cancel and remove project from the 2021-24 MTIP

Proposed Amendment Review and Approval Steps:

- Tuesday, May 30, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, June 2, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, June 15, 2023: JPACT meeting.
- Wednesday, June 28, 2023: End 30-day Public Comment period.
- Thursday, July 6, 2023: Final approval from Metro Council anticipated.
- Early to mid-August 2023: Estimated final USDOT amendment approvals.

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to BSD to the MTIP to meet federal obligation requirements



Metro

2021-24 Metropolitan Transportation Improvement Program (MTIP)

PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new DEQ CMAQ awarded project for BSD

Lead Agency: Beaverton School District		Project Type: Other	
Project Name: Beaverton School District EV Chargers	1	Fiscal Constraint Cat: Capital	
		ODOT Type: Unique	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal: CMAQ	
		Capacity Enhancing: No	
		Conformity Exempt: Yes	
		On CMP: No	
		30 Day Notice Begin: 5/30/2023	
		30 Day Notice End: 6/28/2023	
		Funding Source: DEQ	
		Funding Type: CMAQ	
		State Highway Route: N/A	
		Mile Post Begin: N/A	
		Mile Post End: N/A	
		Length: N/A	
		Flex Transfer to FTA: No	
		FTA Conversion Code: N/A	
		1st Year Program'd: 2023	
	Years Active: 0		
		STIP Amend #: 21-24-3389	
			MTIP Amnd #: JN23-10-JUN
			ODOT Key: 23462
			MTIP ID: TBD
			Status: 1
			Comp Date: 12/31/2027
			RTP ID: N/A
			RTP Approval: 12/6/2018
			Trans Model: N/A
			TCM: No
			TSMO Award: No
			TSMO Cycle: N/A
			RFFA ID: N/A
			RFFA Cycle: N/A
			UPWP: No
			UPWP Cycle: N/A
			Past Amend: 0
			Council Appr: Yes
			Council Date: 7/6/2023
			OTC Approval: No
			OTC Date: N/A

Detailed Description:
 In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton (DEQ CMAQ award, EMRED - VOC: 0.108, NOX: 2.585, CO: 1.114, CO2: 100,786, PM10: 0.107, PM2.5: 0.027)

STIP Description: Purchase and install electric wall mount chargers.

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2023				\$ 70,312		\$ 70,312
CMAQDEQ	Y400	2023					\$ 98,795	\$ 98,795
								\$ -
							Federal Totals:	\$ 169,107
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2023		\$ 62,791				\$ 62,791
Local (CMAQ)	Match	2024				\$ 8,048		\$ 8,048
Other	OTH0	2024				\$ 358,212		\$ 358,212
Local (CMAQ)	Match	2024					\$ 11,308	\$ 11,308
								\$ -
							Local Total	\$ 440,359
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 62,791	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Total Project Cost Estimate (all phases):								\$ 609,466
Year of Expenditure Cost Amount:								\$ 609,466

Programming Summary Details

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

Phase Change Amount:	\$ -	\$ 62,791	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Change Percent:	0%	100%	0%	100%	100%	100%
Revised Match Federal:	N/A	N/A	N/A	\$ 8,048	\$ 11,308	\$ 19,356
Revised Match Percent:	N/A	N/A	N/A	10.27%	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes DEQ CMAQ awarded project
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 Beaverton School District Charging Station project with DEQ awarded CMAQ to the MTIP. Programming is required to meet FHWA obligation requirements through FMIS.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Beaverton School District DEQ CMAQ application and project support information.

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 30, 2023 to June 28, 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? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.

6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which in this case is not directly tied to the RTP. The DEQ CMAQ support air quality improvements which is a key goal in the RTP. However, the funds are not required to be tied directly with a project in the constrained RTP. Programming in the MTIP and STIP is required in support of FHWA fund obligation requirements which will occur through FMIS. Therefore the RTP consistency check does not include the RTP constrained project verification requirement as normally needed when transportation system improvement projects are added to the MTIP
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes. Verification of the CMAQ award occurred through the State CMAQ Manager
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# Not Applicable.
1B	RTP Project Description: Not applicable
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 - Other
2B	What is the exception category per the regulation: Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
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.
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 #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
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. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

UPWP Consistency Check Areas

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

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? 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 - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

Key Number: 23462

2021-2024 STIP

Project Name: Beaverton School District EV chargers

(DRAFT AMENDMENT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		100.00%	62,791.00	0.00%	0.00	0.00%	0.00	100.00%	62,791.00
	PE Totals				100.00%	62,791.00		0.00		0.00	62,791.00
CN	OTH0	OTHER THAN STATE OR		82.05%	358,212.95	0.00%	0.00	0.00%	0.00	100.00%	358,212.95
	Y400	CMAQ congestion mitigation air quality IJJA		17.95%	78,359.05	89.73%	70,311.58	0.00%	0.00	10.27%	8,047.47
	CN Totals				100.00%	436,572.00		70,311.58		0.00	366,260.42
OT	Y400	CMAQ congestion mitigation air quality IJJA		100.00%	110,103.00	89.73%	98,795.42	0.00%	0.00	10.27%	11,307.58
	OT Totals				100.00%	110,103.00		98,795.42		0.00	11,307.58
Grand Totals							609,466.00		169,107.00		440,359.00

The tables below illustrate reductions on a metric basis. Based on a 190-day operational year and the 20-year life cycle of ESBs, students will avoid exposure by nearly 10 metric tons of NOx and over 4 metric tons of Carbon Monoxide.

Pollutant	Kg/Day	Kg/Yr[2]	Lifetime Metric Tons
Carbon Monoxide (CO)	1.114	211.66	4.23
Nitrogen Oxide (NOx)	2.585	491.15	9.82
Particulate Matter <2.5 µm (PM _{2.5})	0.027	5.13	0.10
Particulate Matter <10 µm (PM ₁₀)	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

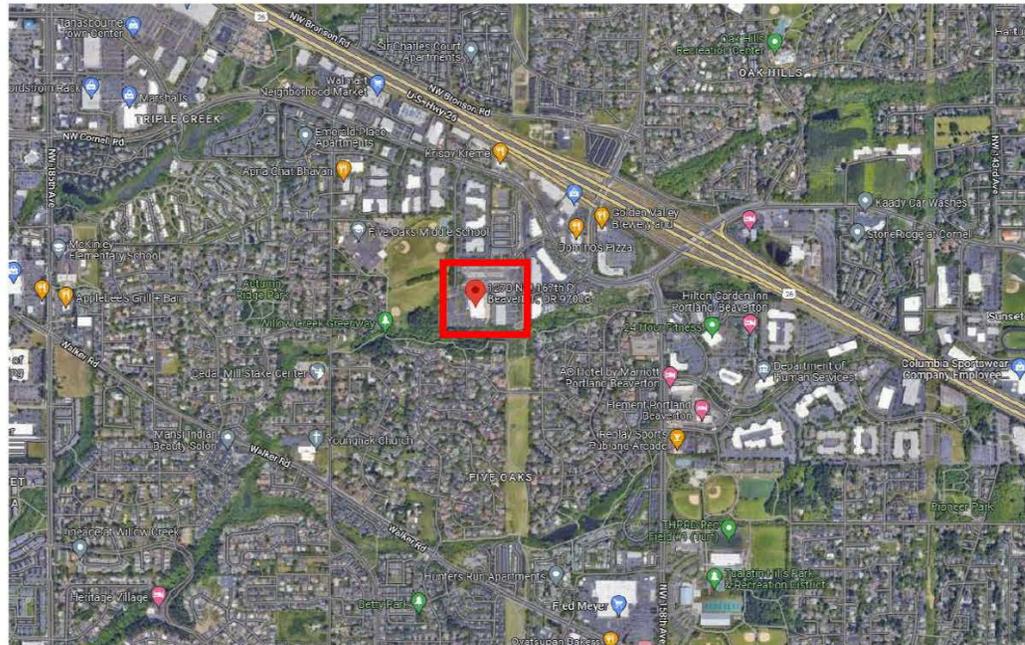
Carbon Dioxide Emissions (CO ₂) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO ₂ /unit)	22.4	0.5
Annual Emissions (lbs CO ₂)	42,224,179	8,075,374
Lifetime Emissions (lbs CO ₂)	1,266,725,376	242,261,228
Savings Emissions Savings (lbs CO₂)		1,024,464,148

2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

Use the following boxes to show estimated reduction amount (kg/day).

VOC	0.108	PM2.5	0.027	PM10	0.107
NOx	2.585	CO	1.114	CO ₂	100,786
Duration of PM10 & CO Benefit		Years		20	



[External sender]RE: DEQ CMAQ Award Letters



DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To: ● Ken Lobeck; ○ ANTELO Adriana

Cc: ○ KRANSKY Gerik * DEQ

You replied to this message on 5/22/2023 1:37 PM.

Hi Ken,

Please see the revised project summaries Adriana sent regarding both of these projects. My apologies for providing her incorrect information.

Listed below are the three entities DEQ "awarded" CMAQ funding to for a total of \$3,771,134, this includes the revised amounts for TriMet and Beaverton School District. We will be amending the DEQ/ODOT IGA to reflect a new total of \$3,864,043.

1. TriMet - Powell Garage and Beaverton Transit Center EV Chargers: **revised # - \$2,840,000**
2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

Hope Derrickson, OPMA

Funding Programs Senior Analyst

Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange

ODOT | Program and Funding Services Unit

355 Capitol St. NE, Salem, OR 97301



Mon 5/22/2023 12:44 PM

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to TriMet for EV Chargers at two of their transit centers to the MTIP to meet federal obligation requirements

MODIFICATION #1
 Increase Local Overmatch in Construction Phase
 Total cost increases by \$15,000 to \$4,355,000



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new DEQ CMAQ awarded project for TriMet

Lead Agency: TriMet		Project Type:	Other	ODOT Key:	23463
Project Name: TriMet Transit Center EV Chargers	2	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Unique	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	CMAQ	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12081
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	N/A
		30 Day Notice Begin:	5/30/2023	TCM:	No
		30 Day Notice End:	6/28/2023	TSMO Award	No
		Funding Source	DEQ	TSMO Cycle	N/A
		Funding Type:	CMAQ	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	No
Short Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	Yes	Council Appr:	Yes
		FTA Conversion Code:	5307	Council Date:	7/6/2023
		1st Year Program'd:	2024	OTC Approval:	No
	Years Active:	0	OTC Date	N/A	
			STIP Amend #: 21-24-3390	MTIP Amnd #: JN23-10-JUN	

Detailed Description: Procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service. (DEQ CMAQ award, EMRED - VOC: 0.8439, NOX: 25.9111, CO: 5.9796, PM10: 0.1408, PM2.5: 0.1324)

STIP Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							Federal Totals:	\$ 2,840,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local (CMAQ)	Match	2024	\$ 12,627					\$ 12,627
Other	OTH0	2024	\$ 65,581					\$ 65,581
Local (CMAQ)	Match	2024		\$ 25,253				\$ 25,253
Other	OTH0	2024		\$ 131,162				\$ 131,162
Local (CMAQ)	Match	2024				\$ 287,171		\$ 287,171
Other	Other	2024				\$ 993,206		\$ 993,206
							Local Total	\$ 1,515,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Project Cost Estimate (all phases):								\$ 4,355,000
Year of Expenditure Cost Amount:								\$ 4,355,000

Programming Summary Details							
Why project is short programmed: N/A. The project is not short programmed							
Phase Change Amount:	\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000	
Phase Change Percent:	0%	100%	0%	100%	100%	100%	
Revised Match Federal:	\$ 12,627	\$ 25,253	N/A	\$ 287,171	N/A	\$ 325,051	
Revised Match Percent:	10.27%	10.27%	N/A	10.27%	N/A	10.27%	

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes CMAQ will be flex transferred to FTA
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 TriMet Charging Station project with DEQ awarded CMAQ to the MTIP. TriMet is expected to flex transfer the CMAQ to FTA.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, TriMet DEQ CMAQ application and project support information.

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 30, 2023 to June 28, 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? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.

6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which ODOT and FHWA have verified. TriMet will complete the obligation process through the FTA TrAMS process which will require the CMAQ funds to be flex transferred to FTA.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12081 - Bus: Electrification of Bus Fleet: Phase 1
1B	RTP Project Description: Electrifying the bus fleet.
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 - Mass Transit
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Construction or renovation of power, signal, and communications systems.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
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.
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 #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
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. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

UPWP Consistency Check Areas

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

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

Other Review Areas

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

Fund Type Codes References

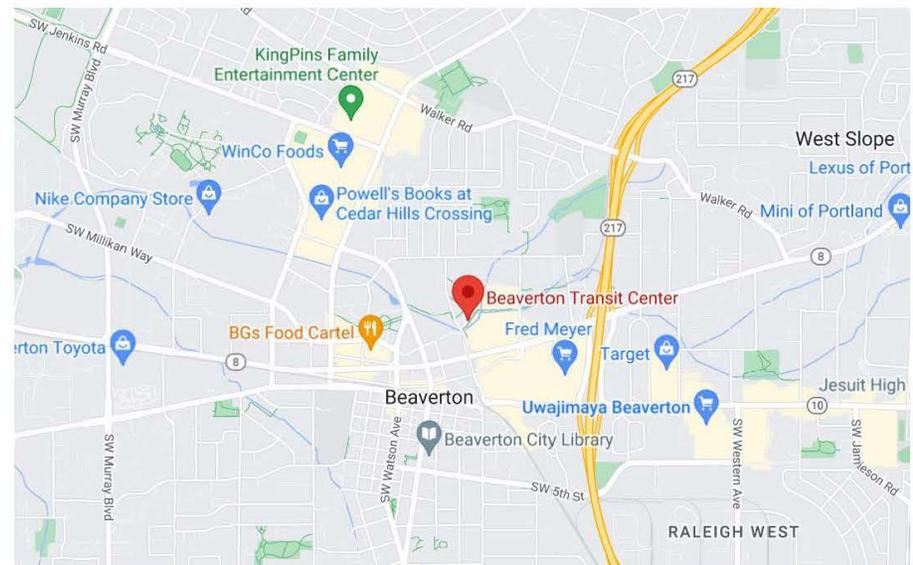
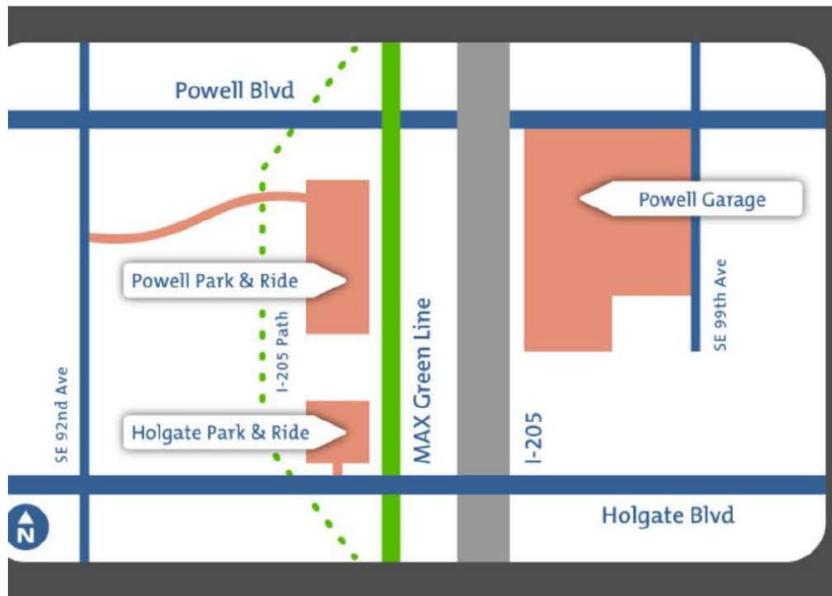
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

EMISSIONS REDUCTIONS

This project is requesting \$2.84 million in CMAQ funding to procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of Public Transit. These are all CMAQ eligible project expenses.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.8439	PM2.5	.1324	PM10	.1408
NOx	25.9111	CO	5.9796	CO2	
Duration of PM10 & CO Benefit				Years	10



[External sender]RE: DEQ CMAQ Award Letters



DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To Ken Lobeck; ANTELO Adriana
Cc KRANSKY Gerik * DEQ

You replied to this message on 5/22/2023 1:37 PM.

Hi Ken,

Please see the revised project summaries Adriana sent regarding both of these projects. My apologies for providing her incorrect information.

Listed below are the three entities DEQ "awarded" CMAQ funding to for a total of \$3,771,134, this includes the revised amounts for TriMet and Beaverton School District. We will be amending the DEQ/ODOT IGA to reflect a new total of \$3,864,043.

1. TriMet - Powell Garage and Beaverton Transit Center EV Chargers: **revised # - \$2,840,000**
2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

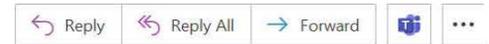
Hope Derrickson, OPMA

Funding Programs Senior Analyst

Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange

ODOT | Program and Funding Services Unit

355 Capitol St. NE, Salem, OR 97301



Mon 5/22/2023 12:44 PM

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add the new FY 2022 BIP award for the I-5 IBR study



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the approved BIP award ed study supporting the I-5 IBR

Lead Agency: ODOT			Project Type: Highway	ODOT Key: 23456
Project Name: IBR Hayden Island Ground Improvement Study	3	Fiscal Constraint Cat: Planning	MTIP ID: TBD	
		ODOT Type: Planning	Status: D	
Project Status: D = Project implementation in progress (New BIP funded study in support of the ongoing Interstate Bridge Replacement project which has initiated PE in Key 21570)		Performance Goal: N/A	Comp Date: 12/31/2026	
		Capacity Enhancing: No	RTP ID: 10893	
		Conformity Exempt: Yes	RTP Approval: 12/6/2018	
		On CMP: Yes	Trans Model: 12/6/2018	
		30 Day Notice Begin: 5/30/2023	TCM: No	
		30 Day Notice End: 6/28/2023	TSMO Award: No	
		Funding Source: BIP	TSMO Cycle: N/A	
		Funding Type: BIP	RFFA ID: 50397	
		State Highway Route: I-5	RFFA Cycle: 2022-24	
		Mile Post Begin: 307.60	UPWP: No	
		Mile Post End: 308.30	UPWP Cycle: N/A	
		Length: 0.70	Past Amend: 0	
		Flex Transfer to FTA: No	Council Appr: Yes	
		FTA Conversion Code: N/A	Council Date: 7/6/2023	
		1st Year Program'd: 2023	OTC Approval: No	
Years Active: 0	OTC Date: N/A			
STIP Amend #: 21-24-3389			MTIP Amnd #: JN23-10-JUN	

Detailed Description:
 On I-5 across the Columbia River between MP 307.6 and MP 308.3 at Hayden Island, initiate and complete study activities to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

STIP Description: Study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

Last Amendment of Modification: None. Initial project programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
AC-BIP	ACPO	2023	\$ 500,000					\$ 500,000
								\$ -
							Federal Totals:	\$ 500,000
State Funds								
State	Match	2023	\$ 500,000					\$ 500,000
								\$ -
							State Total:	\$ 500,000
Local Funds								
Other	OTH0	2023	\$ 1,000,000					\$ 1,000,000
								\$ -
							Local Total	\$ 1,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Total Project Cost Estimate (all phases):								\$ 2,000,000
Year of Expenditure Cost Amount:								\$ 2,000,000

Programming Summary Details

Why project is short programmed: The project is not short programmed. The "Other" funds represent WSDOT's contribution to the project

Phase Change Amount:	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Phase Change Percent:	100%	0%	0%	0%	0%	100%
Revised Match Federal:	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Revised Match Percent:	75.00%	N/A	N/A	N/A	N/A	75.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	UR	Other	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes The project is a bi-state effort between ODOT and WASHDOT
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 FY 2022 Bridge Investment Program planning grant to the MTIP in support of the Oregon/Washington DOT efforts to plan and implement the I-5 interstate bridge replacement across the Columbia River. The project is a complimentary activity to the PE actions occurring in Key 21570.

3A	LEAD AGENCY		ODOT				
	PROJECT NAME		I-5: Columbia River (Interstate) Bridge				
	Project IDs		Project Description				Project Type
	ODOT KEY	21570	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.				Roadway and bridge
	MTIP ID	71083					
	RTP ID	10893					
	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
	Preliminary engineering	2022	NHPP (Z001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000
	Preliminary engineering	2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000
	FY 21-24 Totals			\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000
Prior and Future Years' Totals			\$7,200,000	\$824,072	\$975,928	\$9,000,000	
Estimated Project Cost (YOE\$)			\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000	

- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, SFY 2023 UPWP I-5 IBR Study project overview, project location map, and FFY 2022 BIP funding award fact sheet notification

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? 5/30/2023 to 6/28/2023 |
| 5C | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes |
| 5D | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes |
| 5E | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

- | | |
|---|---|
| 6 | Added clarifying notes: The study is a bi-state effort between ODOT and WASHDOT |
|---|---|

Fiscal Constraint Consistency Check Areas

- | | |
|----|---|
| 1 | Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities. |
| 2A | Does the amendment include fiscal updates? Yes. The amendment adds new federal BIP awarded funds to the MTIP. |
| 2B | What is the funding source for the project? Federal Bridge Investment Act funds. |
| 2C | Was the Proof-of Funding requirement satisfied and how? Copy provide of the FFY 202 BIP Planning Awards notification fact sheet for the project |
| 2D | Was overall fiscal constraint demonstrated? Yes. |

RTP Consistency Check Areas

- | | |
|----|--|
| 1A | RTP ID and Name: ID# 10893 - I-5 Columbia River Bridge |
| 1B | RTP Project Description: Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension. |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - Other - Planning and technical studies. |
| 3A | Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. |
| 5 | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. |

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Maybe. MTIP programming can continue. It is unclear if the BIP award acts as a continuation of the SFY 23 UPWP I-5 IBR project entry, or should be considered a new project as part of the SFY 24 UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed even if an UPWP amendment is required.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Non-Metro Funded Regionally Significant project

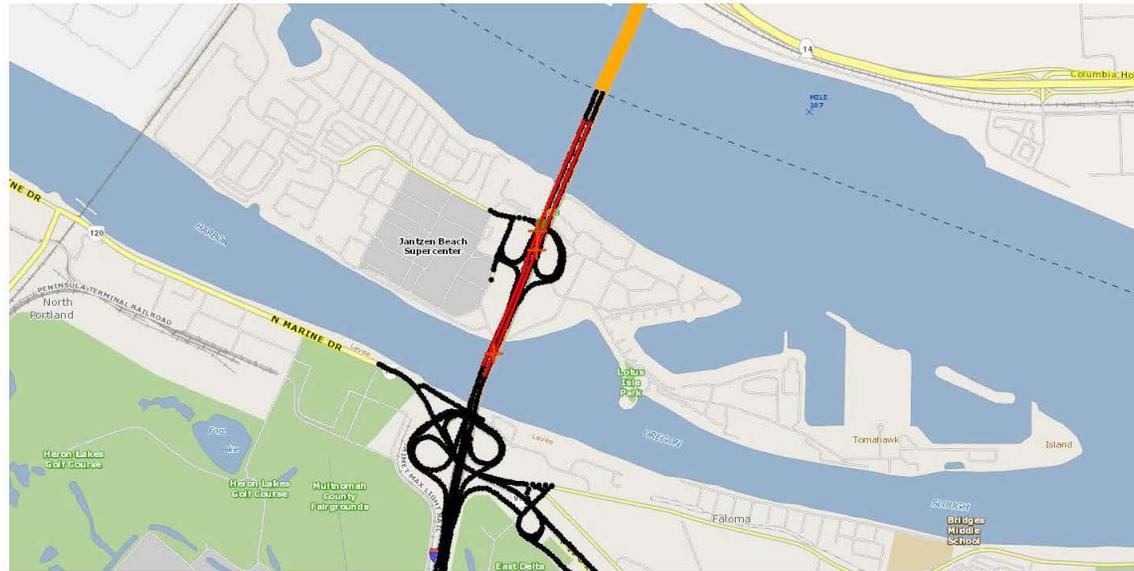
Other Review Areas

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

Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the State DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-BIP	Federal Advance Construction funds with an estimated conversion code of federal Bridge Improvement Program (BIP) funds
Other	Additional local funds committed to the project by the lead agency which are beyond the minimum federal match requirement

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR		50.00%	1,000,000.00	50.00%	500,000.00	50.00%	500,000.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		50.00%	1,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,000,000.00
	PL Totals			100.00%	2,000,000.00		500,000.00		500,000.00		1,000,000.00
Grand Totals					2,000,000.00		500,000.00		500,000.00		1,000,000.00




U.S. Department
of Transportation
**Federal Highway
Administration**

BIP Planning Grant Awards 2022



BIP Planning, Urban

IBR Hayden Island Ground Improvement Study

Oregon DOT, Oregon

Grant Funding: \$1,000,000

Estimated Total Planning Project Costs: \$2,000,000

Project Description

Ground improvement study for seismic analysis to support future project preliminary engineering work for the replacement of the I-5 bridge over the Columbia River.

Project Benefits

The existing I-5 bridge is at risk of facing closure in a major seismic event. The application describes how a closure of the bridge would threaten the transportation network's efficiency and the ability to move goods and people in the Portland metropolitan region. The Interstate Bridge Replacement (IBR) Hayden Island Ground Improvement Study will help mitigate existing seismic risks from liquefiable soils to the proposed infrastructure in the IBR program area. The Ground Improvement Study will establish construction techniques to protect the replacement structure's long-term utility through a resilient construction approach. The bridge replacement project would address congestion and safety; this bridge has been ranked the worst bottleneck in Oregon and Washington, according to the applicant. Additionally, the bridge's facilities are inadequate for pedestrians, cyclists, and individuals using mobility devices.



Photo Source: Oregon DOT, Oregon

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Cancel the project from the MTIP due to revised scope and funding requirements



Metro

2021-24 Metropolitan Transportation Improvement Program (MTIP)

PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

CANCEL PROJECT

Remove Key 21621 from the MTIP

Lead Agency: Clackamas County		Project Type: Local	ODOT Key: 21621
Project Name: S Redland Rd: OR213 - Springwater Rd (Clackamas County)	4	Fiscal Constraint Cat: SM&O	MTIP ID: 71175
		ODOT Type: Safety	Status: 2
<p>Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</p> <div style="background-color: red; color: white; padding: 10px; text-align: center; font-size: 24px; font-weight: bold; margin: 10px 0;">*** Canceled Project ***</div> <p>Short Description: Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.</p>		Performance Goal: N/A	Comp Date: 12/31/2025
		Capacity Enhancing: No	RTP ID: 12095
		Conformity Exempt: Yes	RTP Approval: 12/6/2018
		On CMP: No	Trans Model: 12/6/2018
		30 Day Notice Begin: 5/30/2023	TCM: No
		30 Day Notice End: 6/28/2023	TSMO Award: No
		Funding Source: ODOT	TSMO Cycle: N/A
		Funding Type: HSIP	RFFA ID: N/A
		State Highway Route: N/A	RFFA Cycle: N/A
		Mile Post Begin: N/A	UPWP: No
		Mile Post End: N/A	UPWP Cycle: N/A
		Length: N/A	Past Amend: 0
		Flex Transfer to FTA: No	Council Appr: Yes
		FTA Conversion Code: N/A	Council Date: 7/6/2023
		1st Year Program'd: 2022	OTC Approval: No
Years Active: 2	OTC Date: N/A		
STIP Amend #: 21-24-3374		MTIP Amnd #: JN23-10-JUN	

Detailed Description:
Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

STIP Description: Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

Last Amendment of Modification: Administrative - January 2023 - AM23-07-JAN1 - Slip PE phase to FFY 2024 with HSIP funds. Total PE = \$38,080. Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$296,278

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
HSIP	ZS30	2024		\$ 35,117		-		\$ -
HSIP	ZS30	2024				\$ 273,228		\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024		\$ 2,963				\$ -
Local	Match	2024				\$ 23,050		\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 38,080	\$ -	\$ 296,278	\$ -	\$ 334,358
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):								\$ -
Year of Expenditure Cost Amount:								\$ -

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ (38,080)	\$ -	\$ (296,278)	\$ -	\$ (334,358)
Phase Change Percent:	0%	-100%	0%	-100%	0%	-100%
Revised Match Federal:	N/A	\$ -	N/A	\$ -	N/A	\$ -
Revised Match Percent:	N/A	0%	N/A	0%	N/A	0.00%

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 Project is canceled from the 2021-24 MTIP
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 cancels the project from the 2021-24 MTIP per ODOT's request. Note: Clackamas County provided concurrence for the cancellation. Prior safety related improvements have occurred in the area which overlapped with this project. ODOT's review determined that the existing funding was not sufficient to cover the high friction surface treatment requirements. The ODOT Region 1 Traffic proposed the project cancellation with Clackamas County provided their concurrence during April 2023. The funding is proposed to be returned to the ODOT All Roads Transportation Safety (ARTS) program.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, plus a project location map

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: Clackamas County reviewed ODOT cancelation request and provided their concurrence.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? N/A
2A	Does the amendment include fiscal updates? Yes. The cancelation will result in the HSIP programming returning to the ODOT ARTS program.
2B	What is the funding source for the project? ODOT HSIP
2C	Was the Proof-of Funding requirement satisfied and how? N/A
2D	Was overall fiscal constraint demonstrated? N/A

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Highway Safety Improvement Program implementation.
3A	Is the project considered capacity enhancing? No.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? 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? N/A now as the project is being canceled from the MTIP.
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 was 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
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

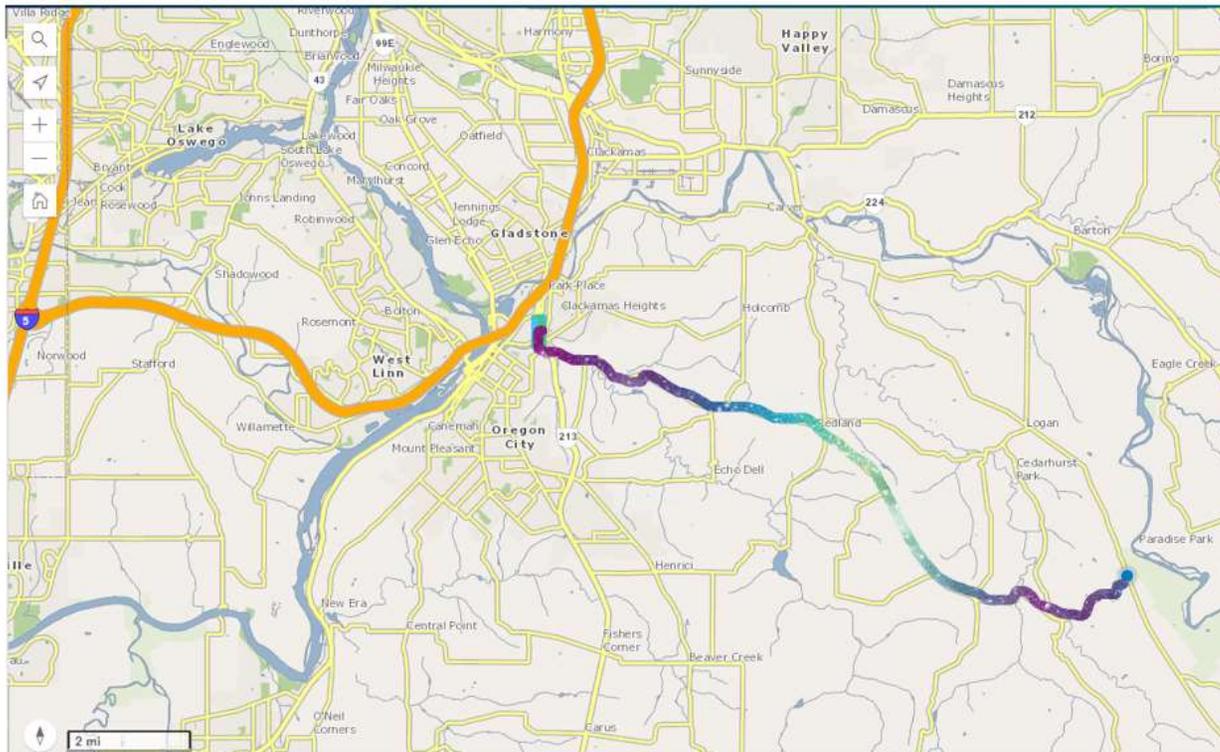
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
---	--

Other Review Areas

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

Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.



**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 15, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June FFY 2023 MTIP Formal Amendment & Resolution 23-5345 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING THREE NEW PROJECTS AND CANCELING ONE PROJECT TO THE 2021-24 MTIP ENABLING REQUIRED FEDERAL APPROVAL ACTIONS TO MOVE FORWARD

BACKGROUND

What This Is - Amendment Summary:

The June FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contain four projects. Three are new projects being added to the MTIP. Two of the new projects originate from the Oregon Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) funding call. One new project originates from a discretionary grant award from FHWA's Bridge Investment Program (BIP). Adding the three projects now will enable them to initiate various required project delivery actions.

The fourth project is being canceled and removed from the MTIP and STIP. The project is a Clackamas County ODOT funded Highway Safety Improvement Program (HSIP) project which proposed various safety upgrades along Redland Rd. However, other related project have completed several of the safety improvements in the project area. The remaining High Friction Surface Treatment (HFST) cost review determined additional costs would be required to complete the scope of work. Upon review by ODOT and Clackamas County, both provided concurrence to cancel the project. The HSIP funds will be returned to ODOT's All Roads Transportation Safety (ARTS) program.

What is the requested action?

JPACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

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

June FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JN23-10-JUN				
Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23462 MTIP ID TBD <i>(New Project)</i>	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>ADD NEW PROJECT:</u> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # 23463 MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<u>ADD NEW PROJECT:</u> Purchase and install up to 12 - DC level 3 charging equipment at TriMet's Powell Bus Garage, and 2 opportunity fast chargers in the layover area of Beaverton Transit Center
(#3) ODOT Key # 23456 MTIP ID TBD <i>(New Project)</i>	ODOT (and WSDOT)	IBR Hayden Island Ground Improvement Study	Implement study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project	<u>ADD NEW PROJECT:</u> Add new USDOT Bridge Improvement Program (BIP) discretionary awarded study to ODOT in support of the I-5 Interstate Bridge Replacement project
(#4) ODOT Key # 21621 MTIP ID 71175	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<u>CANCEL PROJECT:</u> Cancel and remove project from the 2021-24 MTIP

TPAC June 2, 2023, Meeting Summary:

Ken Lobeck, Metro staff presented an overview of the June 2023 Formal MTIP Amendment to TPAC members. He provide a summary of the changes to each of the four projects in the amendment bundle and why the changes were occurring. There was no discussion among TPAC members about the amendment and it was passed unanimously to recommend approval to JPACT.

JUNE FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JUNE 15, 2023

JPACT June 15, 2023 Meeting Summary:

JPACT convened on June 15, 2023 at the Metro Council Chambers. The June 2023 Formal MTIP Amendment bundle containing four projects under Resolution 23-5345 was included on the Consent Calendar. JPACT moved an unanimously approved the Consent Calendar with no discussion as part of the official meeting.

Added note – Funding Adjustment to TriMet’s EV Charging Station Project in Key 23463:

As part of the 30-day public notification/opportunity to comment period, TriMet notified Metro about a funding adjustment needed to their new EV Charging Station project in Key 23463 (Reference project number 2 listed on the following pages). Upon a subsequent review of the project, TriMet’s Finance Department determined that the project’s total project cost as proposed to be programed was short by \$15,000. TriMet requested Metro adjust the MTIP project worksheet to reflect the added \$15,000 as part of the final proposed project amendment. Staff has updated the MTIP worksheet (Exhibit A to the MTIP amendment bundle) in Key 23463 by adding \$15,000 to the construction phase as local overmatching funds. The revised total local overmatch in the construction phase increases to \$993,206. The total project cost increases to \$4,355,000. There is no change the federal \$2,840,00 DEQ CMAQ award to the project or any change in project scope of work as a result of the additional local overmatch. The increase is considered minor but is needed to ensure the MTIP and STIP will match up to TriMet’s FTA Transit Award Management System (TrAMS) grant submission. The FTA review and approval step with between the STIP and TrAMS grant submission is required before the federal funds can be approved for expenditure. The update to the project as part of the amendment is considered an appropriate component to the public notification process.

Key 23463: TriMet Transit Center EV Chargers Adjusted Funding Overview

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							Federal Totals:	\$ 2,840,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local (CMAQ)	Match	2024	\$ 12,627					\$ 12,627
Other	OTH0	2024	\$ 65,581					\$ 65,581
Local (CMAQ)	Match	2024		\$ 25,253				\$ 25,253
Other	OTH0	2024		\$ 131,162				\$ 131,162
Local (CMAQ)	Match	2024				\$ 287,171		\$ 287,171
Other	Other	2024				\$ 993,206		\$ 993,206
							Local Total	\$ 1,515,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
							Total Project Cost Estimate (all phases):	\$ 4,355,000
							Year of Expenditure Cost Amount:	\$ 4,355,000

A summary of the actions for the four projects in the amendment bundle begins on the next page.

AMENDMENT SUMMARY

Project #1 Key 23462	Beaverton School District EV Chargers (Add new project) Lead Agency: Beaverton School District
<p><u>Project Description:</u> In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: Beaverton School District • ODOT Key Number: 23462 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is funded with Congestion Mitigation Air Quality (CMAQ) funds which have a priority emphasis to provide air quality benefits. The improvements related back to the RTP's air quality improvement goals, but do not correspond to a specific project in the Constrained RTP. • Proof-of-Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality's CMAQ award to the Beaverton School District. • 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 – Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. • OTC approval No. • Performance Measurements applicable: Yes. CMAQ. • 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 CMAQ award is \$169,107. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new DEQ CMAQ award to the Beaverton School District to the 2021-24 MTIP. The project will add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton. The CMAQ award is \$169,107 and requires a 10.27% minimum match against the federal funds. The Beaverton School District has provided the matching funds and \$358,212 of local overmatching funds to the project. The estimated total project cost is \$609,466.</p> <p>Beaverton School District (BSD) is expanding its alternative fuel fleet by replacing 30 diesel school buses with electric-powered school buses (ESBs) by</p> <div data-bbox="954 1451 1398 1682"> </div> <div data-bbox="964 1703 1398 1927"> </div>	

Fall 2025 and adding 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) located at 1270 NW 167th Pl Beaverton OR 97006. The CMAQ funding will support the procurement and installation for 21 Level 2 Clipper Creek 100-amp wall mount chargers.

The overall benefits of replacing 30 diesel buses with electric-powered units include elimination of harmful airborne particulate matter, noxious gases, and other pollutants which students, employees, and the public would otherwise ingest; significant reduction in vehicle maintenance and fuel expense for the district; increased lifecycle of mechanical parts on ESB's; interior vehicle noise reduction (which has a significant positive effect on special needs students having sensory input issues); and eventually returning electrical power back to the grid via V2G technology from stored battery energy once PGE has achieved this ability.

Support Item(s):

Air Quality Emission Reduction Analysis Findings

The tables below illustrate reductions on a metric basis. Based on a 190-day operational year and the 20-year life cycle of ESBs, students will avoid exposure by nearly 10 metric tons of NOx and over 4 metric tons of Carbon Monoxide.

Pollutant	Kg/Day	Kg/Yr[2]	Lifetime Metric Tons
Carbon Monoxide (CO)	1.114	211.66	4.23
Nitrogen Oxide (NOx)	2.585	491.15	9.82
Particulate Matter <2.5 µm (PM _{2.5})	0.027	5.13	0.10
Particulate Matter <10 µm (PM ₁₀)	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

Carbon Dioxide Emissions (CO2) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO2/unit)	22.4	0.5
Annual Emissions (lbs CO2)	42,224,179	8,075,374
Lifetime Emissions (lbs CO2)	1,266,725,376	242,261,228
Savings Emissions Savings (lbs CO2)		1,024,464,148

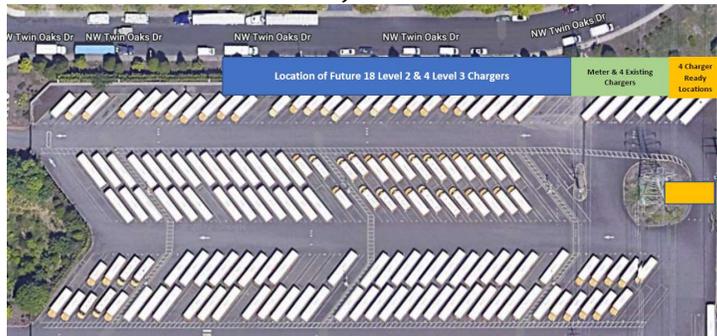
2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

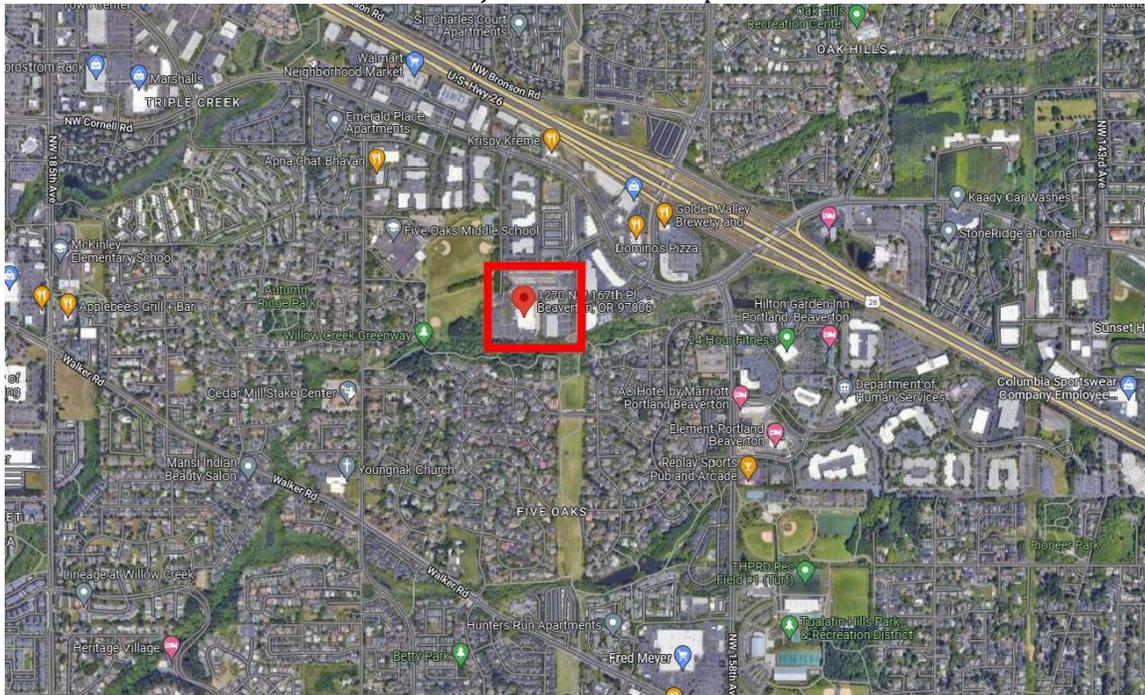
Use the following boxes to show estimated reduction amount (kg/day).

VOC	<u>0.108</u>	PM2.5	<u>0.027</u>	PM10	<u>0.107</u>
NOx	<u>2.585</u>	CO	<u>1.114</u>	CO2	<u>100,786</u>
Duration of PM10 & CO Benefit				Years	20

Project Site



Project Location Map



About CMAQ Funds

Federal CMAQ funds are not directly transportation funds. CMAQ funds are air quality improvement funds that support eligible transportation related projects. CMAQ funds provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Many types of projects are eligible under the CMAQ program including electric vehicles and **charging stations**, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micro-mobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

The Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL) continues all prior CMAQ eligibilities. Each CMAQ project must meet three basic criteria:

1. The project must be a transportation related project.
2. The project must be located in or benefit a nonattainment or maintenance area
3. The project must generate an emissions reduction.

Note: Many CMAQ projects also provide congestion reduction benefits and reduce greenhouse gas emissions. Since its beginning in 1992, the CMAQ program has provided more than \$42 billion for over 45,000 transportation-related emission reduction projects

by State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.

Examples of CMAQ Eligible projects include the following:

- Alternative fuels and vehicles.
- Bicycle and pedestrian facilities/programs.
- Diesel engine replacement or retrofit.
- Electric vehicles and **charging**.
- Idle reduction.
- Intermodal freight facilities and port improvements.
- Improvements to locks and dams and marine highways.
- Operating assistance.
- Transit improvements.
- Transportation control measures (TCMs).
- Transportation management associations.
- Travel demand management.
- Shared micro-mobility.

Under the IIJA/BIL legislation, the CMAQ program adds four new eligibilities:

- Shared micro-mobility: bikeshare and shared scooters.
- Purchase of medium or heavy duty zero emission vehicles and related charging stations.
- Modernization or rehabilitation of a lock and dam or a marine highway corridor under certain circumstances.
- No time limitation on operating assistance to include transit systems in small urban and rural areas.

Project #2 Key 23463	TriMet Transit Center EV Chargers (Add new project) Lead Agency: TriMet
<u>Project Description:</u> The project will purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: TriMet • ODOT Key Number: 23643 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12081 – Bus Electrification of Bus Fleet: Phase 1 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality’s CMAQ award to TriMet • 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 - Construction or renovation of power, signal, and communications systems. 	

- OTC approval No.
- Performance Measurements applicable: Yes. CMAQ
- 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 DEQ CMAQ award is for \$2,840,000. The CMAQ funds are expected to be flex transferred to FTA.

Description of Changes

The formal amendment adds the new DEQ CMAQ award for TriMet to the 2021-24 MTIP. TriMet will procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service.

The CMAQ award is \$2,840,000 and requires a 10.27% minimum match against the federal funds. TriMet has provided the matching funds and \$1,515,000 of local overmatching funds to the project. The estimated total project cost is \$4,355,000.

Construction at Powell Garage is nearing completion to reconfigure the site to support a mixed fleet including larger, articulated buses, and TriMet's growing fleet of zero emission battery electric buses. TriMet has committed to transition its entire bus fleet to zero emissions by 2040, and has just placed an order for 24 BEBs to be housed at Powell Garage, arriving in FY24. The CMAQ funding will fund the purchase and expansion of 12 additional Buy America compliant at Island Charging Station 2. Medium voltage power electronics and gear are in place to support expansion seamlessly without disrupting bus operations.

Additionally, the project will add charging infrastructure to allow TriMet to extend the operation of zero emissions buses, dispatched from Merlo Garage, and laying over at Beaverton Transit Center, to routes and scheduling blocks that require ranges of more than 150 miles. In the course of adding this infrastructure, improvements will also be made to accommodate higher capacity, sixty-foot, articulated, long-range battery electric buses.

Powell Garage



Beaverton Transit Center
Overhead Pantograph Fast
Chargers



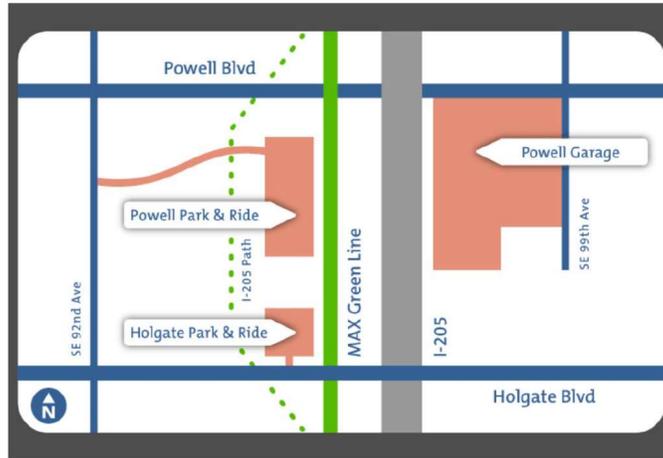
Support Item(s):

Air Quality Emission Reduction Analysis Findings

This project is requesting \$2.84 million in CMAQ funding to procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of Public Transit. These are all CMAQ eligible project expenses.

Use the following boxes to show estimated reduction amount (kg/day).					
VOC	.8439	PM2.5	.1324	PM10	.1408
NOx	25.9111	CO	5.9796	CO2	
Duration of PM10 & CO Benefit				Years	10

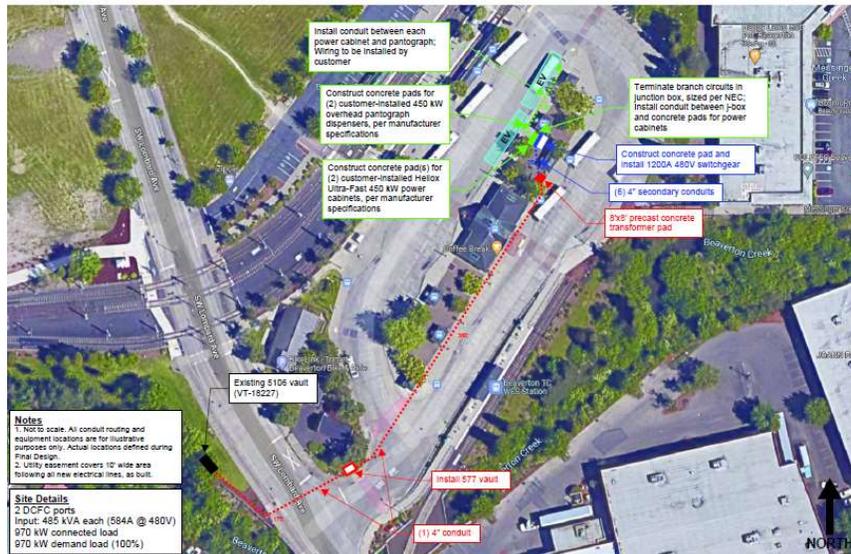
Project Location – Powell Garage



Project Location – Beaverton Transit Center

Preliminary Site Design

TriMet – Beaverton Transit Center (3864 SW Lombard Ave, Beaverton)



Project #3 Key 23456	IBR Hayden Island Ground Improvement Study (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u> The study is intended to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT (and WSDOT) • Project Administrator: • ODOT Key Number: 23456 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 10893 - I-5 Columbia River Bridge • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The funding award was verified through the FHWA FY 2022 BIP Planning Awards fact sheets • 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 – Planing and Other Technical Studies • 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 BIP Planning grant award is \$1,000,000. The estimated total project cost is \$2 million dollars. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new FY 2022 Bridge Investment Program planning grant to the MTIP in support of the Oregon/Washington DOT efforts to plan and implement the I-5 interstate bridge replacement across the Columbia River. The project is a complimentary activity to the PE actions occurring in Key 21570.</p> <p>The Interstate Bridge Replacement (IBR) Hayden Island Ground Improvement Study will help mitigate existing seismic risks from liquefiable soils to the proposed infrastructure in the IBR program area. The Ground Improvement Study will establish construction techniques to protect the replacement structure’s long-term utility through a resilient construction approach. The bridge replacement project would address congestion and safety; this bridge has been</p> <div style="display: flex; align-items: center;">  </div> <p style="text-align: right; font-size: small;">Photo Source: Oregon DOT, Oregon</p>	

ranked the worst bottleneck in Oregon and Washington, according to the applicant. Additionally, the bridge’s facilities are inadequate for pedestrians, cyclists, and individuals using mobility devices.

LEAD AGENCY		ODOT				
PROJECT NAME		I-5: Columbia River (Interstate) Bridge				
Project IDs		Project Description			Project Type	
ODOT KEY	21570	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.			Roadway and bridge	
MTIP ID	71083					
RTP ID	10893					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2022	NHPP (Z001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000
Preliminary engineering	2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000
FY 21-24 Totals			\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000
Prior and Future Years' Totals			\$7,200,000	\$824,072	\$975,928	\$9,000,000
Estimated Project Cost (YOES)			\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000

Proof-of-Funding Verification/Fiscal Constraint Demonstration



**BIP Planning Grant Awards
2022**



BIP Planning, Urban

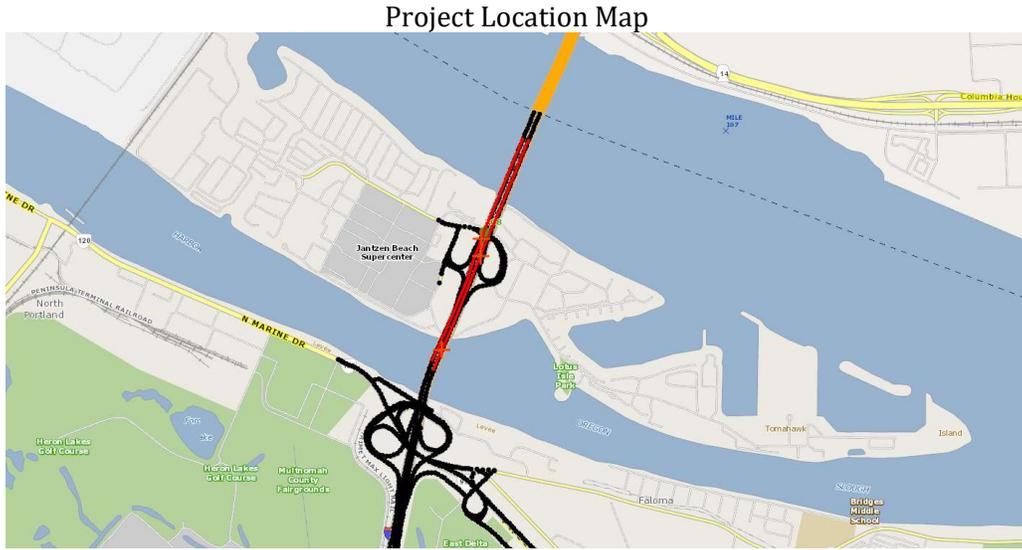
IBR Hayden Island Ground Improvement Study

Oregon DOT, Oregon

Grant Funding: \$1,000,000

Estimated Total Planning Project Costs: \$2,000,000

Support Item(s):



Project #4 Key 21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County) (Cancel Project) Lead Agency: Clackamas County
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Project Description:

Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

Identifications/Key Consistency Check Areas:

- Lead Agency: Clackamas County
- Project Administrator: ODOT
- ODOT Key Number: **21621**
- MTIP ID#: 71175
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: N/A. The HSIP funds will be returned to the ODOT All Roads Transportation Safety program.
- 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 – Safety – Highway Safety Improvement Program Implementation
- OTC approval No.
- Performance Measurements applicable: No – Not Applicable
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Not Applicable
- Can the required changes be made without issues: Yes.
- Additional information: Clackamas County provided concurrence to cancel the project as well.

Description of Changes

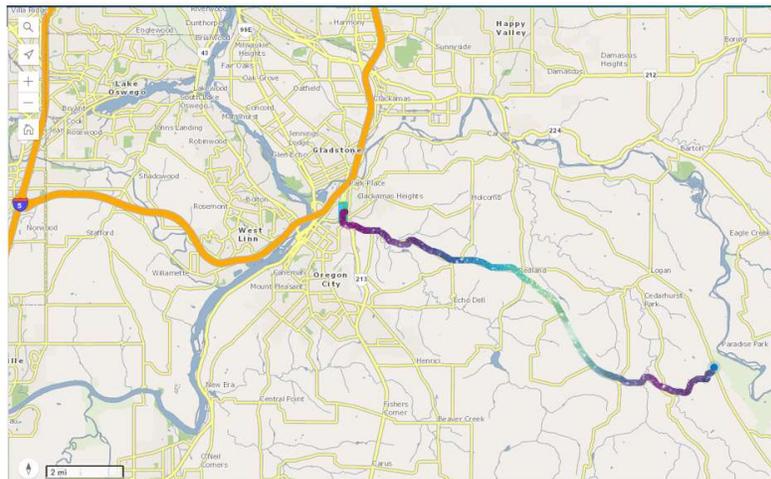
The formal amendment cancels the project and removes it from the MTIP and STIP.

Two of the planned safety countermeasures (sign enhancements and edge line striping) have been completed through another project and only one remaining safety countermeasure, High Friction Surface Treatment (HFST), remained to be completed. However, ODOT's review determined that the HFST would not be cost effective and as initially proposed. Additional special materials along with special contractors plus equipment would be required to complete the HFST.

The review determined the existing project was not sufficient to cover the design and construction of the HFST scope element. Since Clackamas County has replaced the signs and completed the edge-line/fog markings through another project, ODOT's Region 1 Traffic Unit proposed canceling the project. The existing Highway Safety Improvement Program (HSIP) funding will be returned to the ODOT ARTS program and will help fund other ARTS projects. Clackamas County evaluated the cancelation request and provided their concurrence on April 17, 2023.

Support Item(s):

Project Location Map



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.

JUNE FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JUNE 15, 2023

- 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 June FFY 2023 Formal MTIP amendment (JN23-10-JUN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	May 26, 2023
• Initiate the required 30-day public notification process.....	May 30, 2023
• TPAC notification and approval recommendation.....	June 2, 2023
• JPACT approval and recommendation to Council.....	June 15, 2023
• Completion of public notification process.....	June 28, 2023
• Metro Council approval.....	July 6, 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.

JUNE FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JUNE 15, 2023

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	July 12 ,2023
• USDOT clarification and final amendment approval.....	Early/mid-August 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:

JPACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

No Attachments.