

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, December 1, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*
[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)• Administrative amendment to 2023-24 UPWP to increase budget for Climate Smart Implementation program (Chair Kloster)• Cascadia Ultra-High-Speed Rail FRA Grant Award (Ally Holmqvist)• 2024 Meeting and Workshop Schedule (Chair Kloster)• Updated December 8 Deadline for Federal Aid Urban Boundary Comments (Chair Kloster)	
9:30 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, Nov. 3, 2023 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:35 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 23-5372 Recommendation to JPACT (<u>action item</u>) Purpose: For the purpose of adding to the MTIP fifteen new project awards plus amending and canceling four ODOT projects to meet Federal delivery requirements.	Ken Lobeck, Metro
9:50 a.m.	EPA Climate Pollution Reduction Grant Purpose: Update TPAC on the EPA Climate Pollution Reduction grant and discuss potential transportation strategies.	Eliot Rose, Metro
10:25 a.m.	2023 Regional Transportation Plan Adoption Next Steps Purpose: Provide an update on adoption of the 2023 RTP and next steps.	Kim Ellis, Metro
11:00 a.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Metro txoj kev ntxaub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

2024 TPAC Work Program (includes Dec. 2023)

As of 11/22/2023

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

<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)• Administrative amendment to 2023-24 UPWP to increase budget for Climate Smart Implementation program (Chair Kloster)• Cascadia Ultra-High-Speed Rail FRA Grant Award (Ally Holmqvist)• 2024 Meeting and Workshop Schedule (Chair Kloster)• Updated Dec. 8 deadline for FAUB Comments (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-5372 Recommendation to JPACT (Lobeck, 15 min)• EPA Climate Pollution Reduction Grant (Eliot Rose, 35 min)• 2023 RTP Adoption Next Steps (Kim Ellis, 35 min)	<p><u>TPAC meeting, January 5, 2024</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)• ODOT 28-30 Fund Allocations and Scoping Efforts Updates (Chris Ford) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-XXXX Recommendation to JPACT (Lobeck, 10 min)• Forward Together 2.0 Introduction (Kate Lyman, TriMet; 45 min)• 2027-30 Metropolitan Transportation Improvement Program and 28-30 Regional Flexible Fund Allocation Program Direction (information and input) (Ted Leybold/Grace Cho, Metro; 45 min)
<p><u>TPAC meeting, February 2, 2024</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 24-XXXX Recommendation to JPACT (Lobeck, 10 min)• Westside Multimodal Improvements Study (WMIS) (Kate Hawkins, Metro, 45 min)• Regional Flexible Funds – Performance of Outcomes and Implementation (Cho/Leybold/Lobeck, 45 min)	<p><u>TPAC workshop meeting, February 14, 2024</u></p> <p>Agenda Items:</p>

<p><u>TPAC meeting, March 1, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 27-30 MTIP Revenue Forecast – Overview (Cho, 20 min) 	
<p><u>TPAC meeting, April 5, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting, April 10, 2024</u></p> <p>Agenda Items:</p>
<p><u>TPAC meeting, May 3, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 28-30 Regional Flexible Fund Program Direction 25-XXXX <u>Recommendation to JPACT</u> (Cho/Leybold, 45 min) • 27-30 MTIP Program Direction 25-XXXX <u>Recommendation to JPACT</u> (Cho/Leybold, 45 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) 	

<p><u>TPAC meeting, June 7, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting June 12, 2024</u></p> <p>Agenda Items:</p>
<p><u>TPAC meeting, July 12, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 45 min) 	
<p><u>TPAC meeting, August 2, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p>
<p><u>TPAC meeting, September 6, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	

<p><u>TPAC meeting, October 4, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p>
<p><u>TPAC meeting, November 1, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) 	<p><u>TPAC meeting, December 6, 2024</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 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Connecting First and Last Mile” Study (Ally Holmqvist, Metro; 45 min)

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

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: November 21, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during November 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
November FFY 2024 Amendment
Amendment Number: NV24-02-NOV**

November FFY 2024 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: NV24-02-NOV				
Total Number of Projects: 12				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # New MTIP ID TBD New Project	Beaverton	Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.	<u>ADD NEW PROJECT:</u> Add the new Metro 2023 TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#2) ODOT Key # New MTIP ID TBD-New New Project	Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#3) ODOT Key # New MTIP ID New Project	Metro	CANCELED PROJECT AMENDMENT SUBMISSION TSMO Program Investments and ITS Architecture Update	Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, & a progress evaluation made on the 2021 TSMO Strategy and system completeness	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence. 11-3-2023 Cancellation Note: A project pre-review with ODOT determined the project needs to be split into

				<p>two projects with the equipment procurement portion being split-off as a separate project from the other scope activities. As a result, the existing project amendment submission is being canceled from the November FFY Formal MTIP Amendment. The split projects will return as part of the December FFY 2024 Formal MTIP Amendment bundle.</p>
<p>(#4) ODOT Key # New MTIP ID New Project</p>	<p>Multnomah County</p>	<p>Beaver Creek Fish Passage Restoration at Troutdale Rd</p>	<p>Complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.</p>	<p><u>ADD NEW PROJECT:</u> Add the new FHWA discretionary grant award from the Beaver Creek Fish Passage Restoration at Troutdale Rd</p>
<p>(#5) ODOT Key # 21617 MTIP ID 71171</p>	<p>ODOT</p>	<p>OR8: SE Brookwood Ave - OR217 OR8: SE 198th Ave - OR217</p>	<p>Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.</p>	<p><u>CANCEL PHASE:</u> The formal cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments. The main project scope activities remain unchanged. However, the project limit changes are greater than 1 mile threshold limit for administrative limits changes and triggers the need for a formal/full amendment. The project's total cost also</p>

				increases by \$553,056, or by 14.1%
(#6) ODOT Key # NEW MTIP ID TBD New Project	Portland	Portland TSMO Regional Central Network Upgrade	Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#7) ODOT Key # NEW MTIP ID TBD New Project	Portland	Portland Local Traffic Signal Controller Replacement Phase II	Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#8) ODOT Key # NEW MTIP ID TBD New Project	Portland	Stark/Washington St Signal ATC Upgrades: 76th Ave – 257th Ave	Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.
(#9) ODOT Key # NEW MTIP ID TBD-NEW New Project	Portland	E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed	<u>ADD NEW PROJECT:</u> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.

			management safety and pedestrian head starts.	
(#10) ODOT Key # 20886 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2021)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)	COMBINE PROJECT: All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 20886 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.
(#11) ODOT Key # 22168 MTIP ID 71117	Metro	TSMO Program Sub-allocation Funds (Remaining 2022-2024)	Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety	COMBINE PROJECT: All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 22168 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.
(#12) ODOT Key # 23209 MTIP ID	Metro	TSMO Program Sub-allocation Funds (FFY 2025-27)	Regional Transportation System Management & Operations program for capital and system improvements. (RFFA Step 1 FFY 2025-27 allocation years)	SPLIT FUNDS: Split 3,829,474 from Key 23209 and reprogram to the new TSMO awarded projects in this amendment bundle. Remaining STBG-U in Key 23209 is \$2,476,696

Amendment Status:

TPAC Approval Date: November 3, 2023

JPACT Approval Date: November 16, 2023

Metro Council Approval Date: Scheduled for December 7, 2023

Estimated Final USDOT Approvals: Early January 2024.

Administrative Modifications

There were no administrative modifications completed to the newly approved 2024-27 MTIP between November 1, 2023 and November 27, 2023.

Memo



Date: November 22, 2023
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narrative which documents (in tracked changes) an increase in the budget of Metro's Climate Smart Implementation project from a federal Carbon Reduction Program (CRP) grant. This expanded work would enhance planned (1) monitoring the progress of Climate Smart, (2) coordinating with Metro Research and State of Oregon data partners to improve regional climate data, (3) tracking and evaluation of the effectiveness of the CRP funding investments for GHG benefits and (4) ongoing and expanded communication with local partners on Climate Smart implementation.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

Climate Smart Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart Strategy Implementation program is an ongoing activity to support regional climate mitigation and local and regional implementation of the region's [Climate Smart Strategy](#) (first adopted in 2014) to meet state-mandated carbon pollution reduction targets. This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the [Regional Transportation Plan](#) (RTP), and ensuring implementation activities and updates to the strategy meet the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#) and the Oregon [Transportation Planning Rule](#). The program also includes technical and policy support to ensure MPO activities, including implementation of the RTP and the Metropolitan Transportation Improvement Program (MTIP), support regional and state greenhouse gas emissions reduction goals and implementation of [climate-friendly and equitable communities rules](#) and the [Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions from Transportation](#). This program supports RTP policy goals: climate action and resilience, equitable transportation, safe system, mobility options, and thriving economy.

Typical program activities include maintaining a public webpage; providing technical support; and working with state, regional and local partners and Metro's regional policy and technical advisory committees to support local and regional implementation and monitoring activities. Metro staff will complete an update the region's Climate Smart Strategy as part of the update of the RTP in Fall 2023. The program will then transition to focus on supporting local and regional implementation of the updated strategy and [climate-friendly and equitable communities rules](#).

New this year, Metro will be using the Climate Smart Strategy as a policy framework to implement the new federal Climate Reduction Program funding that was allocated to TMAs in Oregon in the Bistate Infrastructure Law (BIL). Metro will do this work in close coordination with ODOT and alignment with the statewide Sustainable Transportation Strategy (STS). Metro facilitated a regional process in the Spring of 2023 with the intent of programming the funds at the end of 2023.

Key FY 22-23 deliverables and milestones included:

- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordinating the implementation of Climate-Friendly and Equitable Communities rulemaking by the Land Conservation and Development Commission.
- Updated the Climate Smart Strategy as part of the 2023 Regional Transportation Plan update;
- Planning work and coordination with Metro's modeling team and state agencies to advance the region's climate modeling and analysis tools for the 2023 RTP.
- Allocate Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change.

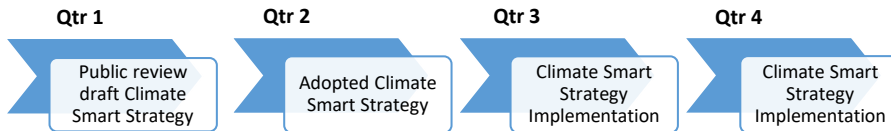
Consultant services will support climate communications and completing an update to the Climate Smart Strategy. Other UPWP projects that will inform updating and implementation of the Climate Smart Strategy include: Regional Transportation Plan Update (2023), Regional Transit Program and

FY 2023-24 Unified Planning Work Program

High Capacity Transit Strategy update, Complete Streets Program, Regional Travel Options and Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Better Bus Program, Regional Emergency Transportation Routes, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy, and the ODOT Region 1 Urban Arterials Assessment Strategy.

More information can be found at oregonmetro.gov/climatesmart and the Regional Transportation Plan at oregonmetro.gov/rtp.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ <u>101,717</u>	STBG	\$ 45,942
Materials & Services ¹	\$ 313,000	STBG Match (Metro)	\$ 5,258
Indirect Costs	\$ <u>41,602</u>	CRP	\$ <u>82,658</u>
		CRP Match (Metro)	\$ <u>9,461</u>
		Metro Direct	\$ 313,000
		Contribution	
TOTAL	\$ <u>456,319</u>	TOTAL	\$ <u>456,319</u>

Deleted: 36,338

Deleted: 14,862

Deleted: 364,200

Deleted: 364,200

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.



Memo

Date: November 16, 2023
 To: TPAC Members, Alternates and Interested Parties
 From: Marie Miller, Metro
 Subject: 2024 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule

2024 TPAC Meeting Schedule

Currently we are scheduling 2024 TPAC meetings and tentative workshop dates online via Zoom. As Metro Regional Center opens with further hybrid capabilities, some meetings may be scheduled and offered as hybrid meetings. Notices for scheduled options will be posted/sent with details. TPAC members and alternate members will soon receive meeting series invites for accepting to their calendars, in addition to receiving the usual meeting notice the week before each meeting.

TPAC Monthly Meetings every 1st Friday, unless otherwise noted NOTE: 9:00 a.m. start!

Date	Day	Meeting	Time	Location
Jan. 5	1st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
Feb. 2	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
March 1	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
April 5	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
May 3	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
June 7	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
July 12	2 nd Friday*	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
August 2	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
Sept. 6	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
Oct. 4	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
Nov. 1	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom
Dec. 6	1 st Friday	TPAC	9:00 a.m. – 12:00 p.m.	Zoom

**Schedule adjusted to accommodate legal holiday.*

TPAC Workshops every other month Feb. – Oct. 2nd Wednesday, 9:00 a.m. start

Date	Day	Meeting	Time	Location
Feb. 14	2 nd Wed.	TPAC Workshop	9:00 a.m. – 12:00 p.m.	Zoom
April 10	2 nd Wed.	TPAC Workshop	9:00 a.m. – 12:00 p.m.	Zoom
June 12	2 nd Wed.	TPAC Workshop	9:00 a.m. – 12:00 p.m.	Zoom
August 14	2 nd Wed.	TPAC Workshop	9:00 a.m. – 12:00 p.m.	Zoom
Oct. 9	2 nd Wed.	TPAC Workshop	9:00 a.m. – 12:00 p.m.	Zoom

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday November 3, 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
Dyami Valentine
Judith Perez
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Sarah Iannarone
Danielle Maillard
Jasia Mosley
Indi Namkoong
Katherine Kelly
Steve Gallup

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
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community member at large
The Steet Trust
Oregon Walks
Community member at large
Verde
City of Vancouver
Clark County

Alternates Attending

Jamie Stasny
Jessica Pelz
Dayna Webb
Will Farley
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

Clackamas County
Washington County
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Ellie Gluhosky
Jasmine Harris
Shawn M. Donaghy
Ned Conroy

Affiliate

OPAL Environmental Justice Oregon
Federal Highway Administration
C-Tran System
Federal Transit Administration

Guests Attending

Ariadna
 Brooke Jordan
 Bryan Graveline
 Christina Deffebach
 Cody Field
 Dakota Meyer
 Dave Roth
 Ellen Rogalin
 Heather Wills
 Jacqui Treiger
 Jean Senechal Biggs
 Jeff Owen
 Josh Channell
 Kirsten Beale
 Kirsten Pennington
 Laura Edmonds
 Laura Terway
 Mat Dolata
 Max Nonnamaker
 Misty
 Tia Williams
 Zoie Wesenberg
 One phone caller

Affiliate

GTT
 Portland Bureau of Transportation
 Portland Bureau of Transportation

 City of Tualatin
 City of Troutdale
 City of Tigard
 Clackamas County
 WSP
 Oregon Environmental Council
 City of Beaverton
 HRD
 WSP
 WSP
 KLP
 Clackamas County
 City of Happy Valley
 City of Hillsboro
 Multnomah County Health Department

 WSP
 Oregon Department of Transportation

Metro Staff Attending

Ally Holmqvist, Andrea Pastor, Caleb Winter, Cindy Pederson, Eliot Rose, Grace Cho, Jake Lovell, Jaye Cromwell, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matt Bihn, Matthew Hampton, Monica Krueger, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

- Laurie Lebowky-Young announced a new position opening at WSDOT Southwest Region for a transportation planning engineer that will work on design and implementation of Complete Street projects. This position has been posted online:
<https://www.governmentjobs.com/careers/washington/wsdot/jobs/4256328/swr-planning-engineer-transportation-engineer-4?>
- Ted Leybold announced a new position opening at Metro to help us with our transportation funding policy and forecasting work. It will also support the Regional Flexible Fund Allocation (RFFA) process. <https://www.governmentjobs.com/careers/oregonmetro/jobs/4260263/associate-transportation-planner>. The closing date is 5 pm on Monday, 11/20/2023.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted during October 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. The names read acknowledge the traffic deaths in the region. There were 18 traffic deaths in October in the counties, and at least 130 this year to-date. Serious crash trends will be reviewed at the upcoming TPAC workshop and MTAC meeting with strategies shared that have been underway over the last few years since the last update given.
- **Federal Aid Urban Boundary Comment Reminder** (Chair Kloster) It was announced there is a window of time right now where the federal aid urban boundary for the region is open for suggestions. This is the boundary that defines areas with the urban area that is eligible for federal urban transportation funds. Deadline to comment to ODOT is Dec. 15. The link to the comment portal was shared:
<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7>

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from October 6, 2023

Minutes from TPAC October 6, 2023 were approved unanimously with one correction: Chris Ford moved to strike ~~betraying~~ for “portraying a lot of transportation projects...” to page 6.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 23-5365

Recommendation to JPACT (action item) (Ken Lobeck) Resolution 23-5365 includes 11 projects in the November FFY 2024-27 bundle:

- o Add 6 new Metro TSMO awarded projects
- o Split funding from three TSMO project grouping buckets for the new TSMO projects
- o Add Multnomah County’s new Beaver Creek Fish Passage Restoration at Troutdale Rd
- o Amending ODOT’s OR8: SE Brookwood Ave - OR217 ITS upgrade project
 - Canceling ROW phase
 - Updating limits and phase costs

The new TSMO project awards were described. Amending splitting funds from TSMO buckets to support new awarded TSMO projects was described. Final note: The new projects are being added to the MTIP as “placeholder” projects. Further administration corrections may occur through the scoping verification process.

MOTION: To provide JPACT an approval recommendation of Resolution 23-5365 to add and amend the described projects to the 2024-27 MTIP.

Moved: Jay Higgins

Seconded: Eric Hesse

ACTION: Motion passed unanimously with one abstention: Jaimie Lorenzini

Ordinance 23-1496 on 2023 Regional Transportation Plan (RTP) and Appendices, Recommendation to JPACT (action item) (Kim Ellis, Metro)

The work and efforts provided by all those involved in this project were acknowledged. At this meeting the committee was asked to recommend to JPACT their approval of Ordinance 23-1496 and Resolution 23-5348. Metro Council will take action of the final adoption of the 2023 RTP and High Capacity Transit Strategy at their Nov. 30 meeting, making the

RTP effective immediately. The action process for the meeting was reviewed. Additional staff recommendations to include in the consent items action and MPAC recommendation to include in consent items action was noted.

Consent Items (*Exhibit C – Part 2*)

Chair Kloster asked members for items they'd like to have moved off the consent bundle for further discussion before taking action on the consent items.

Eric Hesse referred to the memo in the packet from PBOT dated October 27, 2023 (pg. 349-350 in the packet) for request changes, and a second memo dated Nov. 2, 2023 with request changes to the project list. The full list of changes is summarized here:

City of Portland Requested Changes to their Project List

(as requested in memos dated 10/27/23 and 11/2/23)

Requested Change 1

- Remove Passenger Ferry Pilot (RTP Project ID 12311) from the 2023 RTP Project List
- Reallocate the Near-Term Constrained \$12M cost estimate for this project and \$1.5M in additional 2030 Project List funding capacity (previously held for potential local match on FTA grant related to the pilot) to the following projects and shift from the 2045 Project List to the 2030 Project List at the following funding Year of Expenditure funding levels:

- SW Pomona/SW 64th Ped/Bike Improvements (RTP Project ID 11825): \$5.5M
- Cross-Levee Trail (RTP Project ID 11813): \$8M

Requested Change 2

- Remove from the 2023 RTP Project List the following ITS projects that have been completed, have been rescoped and do not qualify or are no longer priorities:

- Rivergate ITS Project (RTP Project ID 10373)
- Marine Dr ITS Project (RTP Project ID 10346)
- Going St Connected/Automated Vehicle Corridor (RTP Project ID 11796)

- Reallocate the resulting total of \$18.5M in 2045 Project List funding capacity to the following projects at the following Year of Expenditure funding levels for the 2045 Project List:

- Outer Taylor's Ferry Safety Improvements, Segment 2 (RTP Project ID 11883): \$15.5M – *shifting from the Strategic Project List to 2045 Project List (YOE cost estimate is equal)*
- Increase cost estimate for Inner Milwaukie Streetscape Improvements (RTP Project ID 11818): \$3M

Requested Change 3

- Allocate \$50M of Year of Expenditure funding for Union Station, Phase 3 (RTP Project ID 11870) to 2030

Project list reflective of emergent opportunities for federal partnership on maintenance, seismic resilience and other capital improvements to bring to platforms and rails in conjunction with Amtrak Cascades Service Development Planning occurring with support from the Federal Railroad Administration (FRA).

- Retain \$257M in Strategic Project List funding for additional improvements and redevelopment of the station, reflective of the differential in 2030 and 2045 Project List Year of Expenditure cost estimation.

Requested Change 4

- Add new project to Constrained list:

- **Project Name:** NE Halsey St ITS
- **RTP ID #:** New

- **Time period:** 2031-2045
- **Extent:** NE Halsey St (from NE Jonesmore to NE 148th Ave)
- **Project Description:** Install ITS infrastructure (communication network, traffic signal controllers, Next- Gen transit signal priority-ready signals, CCTV cameras and bicycle/pedestrian/motor vehicle detection system) and safe speeds signal timing improvements.

- **Cost:** \$1M

Requested Change 5

- Revise project extent, description and cost:
 - **Project Name:** Sandy Blvd ITS
 - **RTP ID #:** 10301
 - **Extent (*updated*):** Expand extent from NE 82nd Ave to I-205 to match what is reflected in the 2023 RTP Chapter 3 draft Figure 3-38 for Arterial Management and the 2021 TSMO Strategy, as adopted.
 - **Project Description (*updated*):** Install ITS infrastructure (communication network, traffic signal controllers, Next-Gen transit signal priority-ready signals, CCTV cameras and bicycle/pedestrian/motor vehicle detection system) and safe speeds signal timing improvements.
 - **Cost (*updated*):** We estimate this extent change would add \$1M to the project cost for additional fiber and related installations, for a new cost of \$5.5M.

MOTION: To pull out (as a bundle) Comments #465, #466, #460, #481, #482, #484, #420, #466, and #519 from Exhibit C – Part 2 and adding a new Consent item(s) comment to address the Requested Change #3 referenced in the PBOT memo of October 27, 2023 and additional changes requested to the extent and costs for the Sandy ITS project and addition of the Halsey Street ITS project requested in your (second) memo of November 2, 2023.

Moved: Eric Hesse

Seconded: Sarah Iannarone

Following no further discussion on the motion, the motion was added to include:

Additional staff recommendations to include in consent items action

- **Add the following clarifying language to page 1-13 in Chapter 1,** “The updated Metropolitan Planning Area (MPA) in Figure 1.5 reflects urban areas as defined by the 2020 Census and represents the Metro region recommendation to the Oregon Department of Transportation. The updated MPA will be effective upon approval of the boundary by the Governor in 2024.”
- **Add new consent item to address technical corrections** as follows, “Miscellaneous copy edits, technical corrections (including numbering of sections, tables and figures and updates to reflect final RTP analysis) and other edits to improve readability.”

And **MPAC recommendation to include in consent items action:**

Amend description for RTP Project 12099:

- **delete summary of expected safety benefits in the description for the I-205 Toll Project** because it does not account for safety impacts of tolling that will be analyzed through the ongoing NEPA process.

ACTION: Motion passed unanimously with no opposing or abstaining.

Discussion items (Exhibit C – Part 1)

1. Investment emphasis recommendations

Kim Ellis described the goals with better alignment to the project list with RTP goals and policies. It was asked if the MPAC recommendation in the packet was simply branded as such and now that MPAC has engaged, this is now largely the bulk of the Metro staff recommendations that we've been reviewing over the last month. This was confirmed.

MOTION: To approve Policy Topic 1. Investment emphasis recommendation that includes:

- Project list adjustments in the 2023 RTP, including unbundling of ODOT safety project
- Regular reports on safety investments
- Improve project list development and review process for 2028 RTP
 - Improve metrics and evaluation tools
 - Policy guidance for project sponsors
 - Longer review and refinement period
 - Improve coordination and support for smaller cities

Moved: Jaimie Lorenzini

Seconded: Eric Hesse

Discussion on the motion:

Eric Hesse thought it slightly confusing to see Appendix X listed, where I think the intent is to create a new appendix that didn't yet exist in the draft. That it was a placeholder with an appropriate numeral listing. Ms. Ellis confirmed it was to be assigned that for JPACT action.

Sarah Iannarone requested a friendly amendment (shown on screen)

Given that MTAC recommended removal of the Metro staff recommendation to create a JPACT subcommittee with business and community leaders to provide more oversight and guide the 2028 RTP Call for Projects, and

Given the Transportation Equity Policies in Chapter 3.2.2, which aim to eliminate transportation-related disparities and barriers identified by marginalized communities as priorities to address through the RTP and regional transportation planning and decision-making processes, especially the focus on racial equity, and

Given that JPACT Chair and Metro Councilor Juan Carlos Gonzalez who represented the region in the recent Oregon Transportation Plan update insisted that OTP's equity framework be expanded "to include restorative justice, thus acknowledging the obligation of the State of Oregon to account for harms to marginalized communities from past transportation decisions.

This would also include making a long-term commitment to managing the existing system in a way that rectifies past harms and reduces future burdens on these communities"

I would like to propose the following friendly amendment to

Policy Topic 1, Sec 4.1.a.i

1. Improve the RTP project list development and review process in advance of the 2028 RTP:

- a. Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include:
 - i. Recommend Metro convene a group to review of Metro's existing metrics and tools for evaluating safety, climate, and equity, mobility and economic development impacts of transportation decisions across the RTP, MTIP, RFFA and investment area programs to ensure metrics and tools reflect

community and regional priorities and advance our ability to manage the existing system in a way that rectifies past and present harms and reduces further burdens on marginalized communities. This could lead to recommendations on new tools and/or process improvements that may be needed to better align investment priorities with RTP goals and funding opportunities.

Ms. Lorenzini was asked if this was accepted as part of her motion. She noted the language is fine, but wouldn't this fall under the equity subpoint that's three lines up? Ms. Iannarone noted our goal in including it here was acknowledging that subcommittee as we were hoping it would be functioning. The thought was making sure that this group that convenes really foregrounds this reparative justice framework in their work in the run up to 2028. Ms. Lorenzini accepted amendment to her motion.

MOTION: To approve Policy Topic 1 revised with amendment proposed by Sarah Iannarone.

ACTION: Motion carried unanimously with one abstention: Chris Ford

Discussion items (Exhibit C – Part 1)

2. Pricing policy implementation recommendations

Kim Ellis noted a number of changes made since the Metro staff recommendation was released in Sept. Changes aimed at ensuring local and regional concerns related to the tolling projects and the NEPA efforts that are underway and that project partner commitments are followed through on. There have been additions to the language around the revenue sharing approach. MPAC, as part of their recommendation to Council recommended the Regional Mobility Pricing project be split into two phases. One, the preliminary engineering phase that would continue to be in the financially constrained project list in the near term. Then the construction or implementation phase would be shifted to the strategic project list, which does have implications for that project. It would mean that the project would need an amendment to the RTP to allow that project to move forward to implementation after the completion of the NEPA work.

MOTION: To approve Policy Topic 2. Pricing policy implementation recommendations to include:

- Ensure NEPA processes address local and regional concerns related to tolling and follow through on project partner commitments
- Apply RTP pricing policy in future JPACT and Metro Council decisions on toll projects
- Phase Regional Mobility Pricing Project (MPAC recommendation)

Moved: Jaimie Lorenzini

Seconded: Karen Buehrig

Discussion on the motion

Karen Buehrig proposed an amendment to the motion on Policy 2, Action 2. It basically holds the space to allow JPACT to have the conversation about splitting the Regional Mobility Pricing project into the constrained list and strategic list. It was felt more information was needed to fully make a recommendation on that particular project. Additional language was proposed (underlined) to provide an introduction to the proposed change and then asking that Metro and ODOT provide more information at the Nov. 16 meeting to be able to fully inform.

Approve the MPAC recommendation with the following amendment to Policy Topic 2 – Action 2:

2. Due to the technical complexity and political nature of the issue, JPACT should discuss and consider the MPAC recommendation:

“Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP

Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.”

TPAC members expressed concern with process and precedent with the proposed amendment and recognized the volume of outstanding community concerns with the RMPP. To ensure that JPACT has appropriate information on the subject, Metro and ODOT staff should provide as much relevant information as possible about timeline, cost and process change implications for this and other related tolling projects for the Nov 16th JPACT meeting.

Jaimie Lorenzini asked if it would be correct to say that this motion is really saying that due to the absence of technical information, TPAC isn't taking a position on this particular recommendation, rather we are advancing it to JPACT for more discussion. Chair Kloster noted he heard it also has political considerations like precedent, that are really up to JPACT and Metro Council to decide. Ms. Buehrig agreed, and that JPACT should make a decision beyond just discussion about it.

Tara O'Brien noted that though I agree we want JPACT to consider this amendment on their own, I also want to make sure that we convey a sense of TPAC through this discussion and what is being recommended. Many of us have concerns about the MPAC amendment moving forward. We have gotten some information, although perhaps not complete, about the impacts to timeline, cost and process changes for the Regional Mobility Pricing project, but that I don't want to miss an opportunity for TPAC to weigh in or express concerns about MPAC making a recommendation to remove future phases of a project. Although I would support this approach and what JPACT does, we want them to weigh in on this due to the political nature.

Chair Kloster offered options to this, with additional wording to the amendment as a separate motion, or have staff convey the context of this conversation when presenting to JPACT as TPAC's struggle to a split vote.

Further discussion:

Laurie Lebowsky-Young asked questions, noting the RTP is a general policy document, and it seems this is very specific to a project. That is one concern. Secondly, as Ms. O'Brien was talking about the precedent setting nature of this proposal. I hear the proposal to forward this discussion to JPACT. My question is has JPACT gone through this process before with other projects?

Chair Kloster noted this is the first time that they have made a project specific change as part of adopting the RTP, and that's why you are hearing the comments about the precedent. It doesn't mean that it's outside their role or responsibility or authority, but it's new. MPAC as a policy body has made that recommendation, which puts TPAC in an odd spot in which to consider options that we have today.

Dyami Valentine noted we have similar concerns in terms of the precedent setting nature of this with an advisory body making the recommendation on the project list. With the proposed impact recommendation before this amendment was brought forward, we feel really does address a lot of the concerns in substance. And because we really have not had enough time to fully understand the implications of this amendment, and it's TPAC's role to advise JPACT I feel we're not comfortable with the MTAC recommendation. I appreciate Ms. Buehrig's amendment with the idea that additional information needs to be brought forward, but not having TPAC's opportunity to advise JPACT. I'm not sure how to get around that.

Chair Kloster reviewed the motion on the table to approve this with the MPAC recommendation and the amendment that is under consideration that would modify that piece of it.

Gerik Kransky appreciated everyone's diligent work on process here. My role here is pretty simple. As an air quality planner I'm trying to reduce pollution from cars and truck. And the outcome I'd like to see from today's action is a recommendation to JPACT that does not include the pricing policy; Recommended action number 2. I recognize the amendment sot of pushes JPACT to consider. And it's TPAC's role to weigh in on the policy substance. My opinion is that implementing the RMPP project will reduce the amount that people need to drive. Phasing it could complicate and slow down that effort. The state legislature directed that we take this work on in HB2017. I think this matter should be resolved in that way. I think implementing our Mobility Policy Project fully and recommending JPACT to adopt an RTP that has that would reduce air pollution from cars and trucks. Chair Kloster noted that in essence Mr. Kransky is arguing against the main motion itself as well as this amendment.

Karen Buehrig addressed that fact that in Chapter 7 and the analysis done about the system that specifically calls out and addresses tolling as an important element in our regional goals. It is very important to have a program that is designed appropriately to be able to achieve those goals. This is stated in the last 2 sentences of the chapter. This is the essence of what this amendment is getting to. Being able to understand that we are implementing a tolling program that will achieve our goals.

Up until this point we haven't been able to fully understand what that tolling program looks like and fully understand its impacts. I think the intent of the initial inclusion by MPAC was to say we want o make sure that we're getting this right, and this appears to be the best tool to be able to do it, to give us the time to be able to do the analysis with respect to NEPA, to be able to then have that engagement with the public, as well as recommendations through TPAC to bring the construction element into the RTP, as we know that it's going to be a project that achieves our goals. I wanted to clarify the reasoning for the bigger picture with this amendment.

The next thing I would say related to the precedent element is that integrating a specific tolling project/program int the regional transportation plan project list is new. This is the first time we will have that tolling program except for the I-205 project that has some specific elements in its project description. This tolling program is a program that impacts all different jurisdictions and not a single jurisdiction only. I acknowledge what others are saying about TPAC shouldn't be shirking its responsibilities. I do think being able to include language about direction TPAC may have concerns. But it may be a reasonable solution or action as they move forward.

Chair Kloster noted he heard from Ms. Lorenzini she was entertaining the idea that this could be a friendly amendment to essentially the original motion, which is to move forward with something along the lines of the MPAC action embedded in this recommendation. Ms. Buehrig can withdraw her motion and put it out there as a friendly amendment that Ms. Lorenzini can accept with a revised motion. Ms. Buehrig withdrew her amendment from the main motion since the intent was this was a friendly amendment and gives the opportunity for others to make revisions to the whole package.

Ms. Lorenzini stated she would accept the friendly amendment and would like, after the amendment language, for there to be a bullet point of these as the major concerns that TPAC identified. We recognize that there are basically major community concerns that brought us to this

point, that people don't feel they're heard or have questions about the process and whether or not prior commitments are being implemented through the proposed program. Chair Kloster asked that the last part we incorporate into how we transit this to JPACT as opposed to wordsmithing the motion. Ms. Lorenzini agreed. Chair Kloster noted the motion has been approved with added language proposed by Ms. Buehrig.

Further discussion and/or proposed amendments to the motion:

Eric Hesse noted rather than an amendment, a communication on this discussion could be provided with it as considered in conjunction with the other amendments in this policy topic, which seems very focused on ensuring accountability to previous commitments. And that sufficient information is provided to all regional partners to understand, whether this in fact ultimately aligned with the program as it's designed and developed and implemented and outcomes that we have adopted from the RTP. Chair Kloster noted as hearing this as a recommendation staff could incorporate as a compliment to amendments. This was agreed.

Chris Ford had a few comments to make and then what was hoped were minor adjustments to Ms. Lorenzini's motion. These are wording adjustments to the impact recommendations. ODOT is opposed to the MPAC recommendation as it changes one of the projects. There are two issues here, the how and the why. The how is really disappointing being it a late change. We've been working on the RTP for a year and half. It's been a revolving process, but making this changes was never discussed before. ODOT is not represented at MPAC which makes it challenging to discuss technical and policy when not on the committee.

The RTP is an overall 20-year plan, what we plan to do, not an implementing plan, not a regional functional plan, not the MTIP. It's a statement for the public for USDOT for policymakers about what we plan as a region. The question here is, are we planning to do the regional mobility pricing project or not? Are we planning to do pricing? It's a process that's still going on. So this is a policy statement. Are we planning to implement pricing? I think that's ultimately the question.

Federal CRFs are interesting to interpret. We are trying to figure out what the implication for NEPA or our current belief that a full project needs to be in an RTP in order for FHWA to issue a NEPA finding. I would have to say that the CFRs are not the easiest to read through. I'm still looking for full clarity. But certainly, this would delay the RMPP process. There would have to be an RTP amendment at the very least for it to go forward. Overall, ODOT is opposed to that change. And I'm interested to have this conversation play out about the amendment. Word changes to policy topic 2 were proposed (presented on screen):

1.a. As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state's tolling authority and decision-maker on allocation of toll revenues using an extensive public engagement process. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. ~~Specific allocation decisions regarding the revenues from toll projects are made by the OTC using an extensive public engagement process.~~

1.a.ii. JPACT and Metro Council shall provide testimony to the OTC in support of ~~their propose~~ the collaboratively developed toll revenue sharing approach, ~~and ODOT shall present the approach to the OTC for consideration prior to January 1, 2026.~~

1.b. Revised text to: **“ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and influencing decision-making** about the revenue raising potential of tolling and/or pricing consistent with EMAC’s foundational statements accepted by the OTC. ODOT shall seek opportunities to incorporate the equity framework of the EMAC where appropriate. Due to the bi-state nature of the IBR program, the advisory committees established by ODOT for the Oregon Toll Program will not be the entities utilized for the IBR program. The IBR Program will work with the OTC and WSTC to identify the process for incorporating public, advisory group, and partner agency input around toll rate-setting and policies. ~~ODOT shall, however, seek opportunities to incorporate the equity~~

Chair Kloster asked Jaimie Lorenzini if these proposed amendments to her motion would be accepted. Ms. Lorenzini noted she would be open to including some of them. Accepted is 1.a., recognizing ODOT is going through a public engagement process. Under 1.a.ii I would not accept that on the basis that while I recognize that its uncomfortable for us to set an expectation that another agency will complete an action. I do think it’s reasonable to expect that if our region is going through investing time, energy and resources to collectively develop a revenue sharing agreement with ODOT, that we have a commitment that body of work will come before OTC before tolling is turned on, so I would not accept that as a friendly amendment.

Under 1b, as a question, I’m a little concerned that the placement of the new sentence seems to allow ODOT to cherry pick findings from EMAC to incorporate into existing pricing programs, which concerns me because I don’t want to diminish the work that EMAC has done. I’d rather see language added to that sentence about incorporating their findings where appropriate into additional projects or programs. So it recognizes that we’re taking their work and applying the findings to other bodies of work.

The reason I’m OK with the friendly amendment that Ms. Buehrig brought to the table and I’m less concerned with setting a precedent is that the RMPP through the RTP project list we’re advancing a program and that program is different from other capital projects. In addition to that we’ve already made that precedent. When we went through the eight month process to the RTP to include the I-205 pricing project in our region we went through a very substantial process of changing the description of the project, placing commitments on ODOT. So this isn’t entirely new.

I would also point out that our elected and community officials have very few tolls to meaningfully influence the process. It says a lot these groups came together and shared concern to ask for it to slow down to have continued engagement to see if they could get us to yes. I want to honor those concerns about how this amendment functionally affects the project, although there’s no proof at this point that it would delay the implementation of RMPP. I also want to recognize that the concerns are so severe that it got to the point that people are using these limited tools. I think we need to hold space for both things to be true and allow our elected officials to parse that out.

Tara O’Brien suggested additional language to improve Ms. Buehrig’s proposed friendly amendment given some of the comments today. Additional wording was added “TPAC members expressed concern regarding precedent and process implications to this amendment”. Jaimie Lorenzini suggested adding wording “recognizing the volume of outstanding community concerns with the RMPP project”. As such, the additions were accepted as part of the main motion.

MOTION: To amend the motion with the three wording changes proposed from ODOT.

Moved: Chris Ford

Seconded: Gerik Kransky

ACTION: Motion passed with nine votes in favor, two opposed, and five abstaining.

MOTION: To approve the motion as amended for Policy Topic 2, with just approved word changes, and proposed amendments from Ms. Buehrig with the language improvements from Tara O'Brien and Jaimie Lorenzini.

ACTION: Motion passed with nine votes in favor, six opposed, and 2 abstaining.

There was a 5-minute break in the meeting.

Discussion items (Exhibit C – Part 1)

3. Regional transportation funding recommendations

Kim Ellis provided an overview of Policy Topic 3 that focused on:

- Expand regional efforts to bring more transportation funding to the region
- Develop annual JPACT work program for 2024
- Participate in State level funding discussions
- Prepare for 2025 Legislative session
- Increase competitiveness for Federal funding
- Research on potential new revenues
- Develop strategies to fund infrastructure in urban growth boundary expansion areas
- Secure long-term funding for transit

MOTION: To approve staff recommendations as written for Policy Topic 3.

Moved: Eric Hesse

Seconded: Dyami Valentine

ACTION: Motion passed unanimously. There were no opposed votes and no abstentions.

Discussion items (Exhibit C – Part 1)

4. Climate tools and analysis recommendations

An overview of Policy Topic 4 was reviewed:

- Update climate analysis to reflect current fleet mix and age
- Continue to improve evaluation and modeling tools to assess the climate impacts of transportation investments
- Request state review of key state assumptions underlying region's climate strategy and targets
- Take actions to support EV transition

MOTION: To approve staff recommendation as written for Policy Topic 4.

Moved: Karen Buehrig

Seconded: Dyami Valentine

Discussion on the motion:

Gerik Kransky noted a point of information that the 5th recommendation here around forming a local group to dig in on vehicle electrification. I wanted everyone to be aware of the standing zero emission vehicle work group that exists among multiple state agencies, ODOT, DEQ, Department of Energy, as well as Department of Administrative Services. With others, we sit down on a fairly regular basis to think and talk through our approach on regulatory programs, incentive-based programs. There's a potential for this to be duplicative. There's no reason to prevent it from happening, but I think there's a strong incentive to coordinate pretty closely because a lot of this work is already ongoing. I wanted to mention this for folks listening today who may be taking on the

work or just considering how to have this take shape if it comes to pass.

Eric Hesse shared a link from the GO-EV webinar recently attended.

<https://www.oregon.gov/odot/climate/Pages/GO-EV-Charge.aspx> It was thought information here could be applicable in this space. Some tools presented could help see where 2040 communities are and help support this recommendation as it has unearthed some significant questions around some underlying assumptions and the tools we need.

Chair Kloster called for a question on the motion:

MOTION: To approve staff recommendation as written for Policy Topic 4.

ACTION: Motion passed unanimously. There were no opposed votes and no abstentions.

Discussion items (*Exhibit C – Part 1*)

5. Mobility policy implementation recommendations

An overview of Policy Topic 5 was provided:

- Continue shift from a sole focus on congestion to a broader multimodal approach that prioritizes access, efficiency, equity, safety, reliability, and travel options
- Complete work with local and state partners before implementation:
 - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) and multimodal system completeness measures to inform land use decisions
 - Review travel speed threshold for signalized throughways and use of VMT per employee measure

MOTION: To approve staff recommendation as written for Policy 5.

Moved: Indi Namkoong

Seconded: Eric Hesse

ACTION: Motion passed unanimously. There were no opposed votes and no abstentions.

Recommendation to JPACT on adoption of the 2023 Regional Transportation Plan, Ordinance No. 23-1496 and submit to the Metro Council for adoption, including:

- Consent items
- Discussion items
- Ordinance No. 23-1496, including its exhibits

Exhibit A – 2023 Regional Transportation Plan (and appendices)

Exhibit B – Regional Framework Plan Amendments

Exhibit C – Summary of Comments and Recommended Changes (*Part 1 and Part 2*)

Exhibit D – Findings of Compliance with Statewide Goals

MOTION: Recommendation to JPACT on adoption of the 2023 Regional Transportation Plan, Ordinance No. 23-1496 with listed documents as part of the package.

Moved: Allison Boyd

Seconded: Jay Higgins

Discussion on the motion:

Chris Ford wanted to suggest to the mover on this motion the addition of including a “whereas” to the role JPACT is responsible for, since other Metro advisory committees are called out with “whereas” in the Ordinance. No specific wording was prepared but would trust Metro staff to write it correctly. Motion mover Ms. Boyd agreed to the suggested improved text to the Ordinance.

Chris Ford noted this has been a long and good process. I appreciate the great coordination of work on this from Chair Kloster and Kim Ellis. And I’m really appreciative of the conversation today around

pricing and policies. There's been a lot of expertise and views expressed. I will be voting no on this, not because we're opposed to the RTP overall, but it is simply on the basis of the recommendations still including the change with the RMPP project, some reasons that due to the precedence about the how. And then also I think it's a lack of transparency by the region. Either we'll do pricing or not. Everyone's entitled to their own opinions, but I think at the end of the day that's the important thing.

Chair Kloster called for a question on the motion:

MOTION: Recommendation to JPACT on adoption of the 2023 Regional Transportation Plan, Ordinance No. 23-1496 with listed documents as part of the package and include a new "whereas" in the Ordinance to identify JPACT's role in the process.

ACTION: Voting in favor: 13. Voting to oppose: 3 (Chris Ford, Laurie Lebowsky-Young, Judith Perez) No abstentions. Motion passed.

2023 High Capacity Transit Strategy Resolution 23-5348, Recommendation to JPACT (action item)

(Ally Holmqvist, Metro) Background and overview of the High Capacity Transit Strategy was presented. Final action on this was requested through Resolution 23-5348 that included Exhibit A – 2023 Regional High Capacity Transit Strategy and Exhibit B – Summary of Comments and Recommended Changes. A brief overview of next action steps from the strategy plan was given.

MOTION: To approve and recommend to JPACT Resolution 23-5348 Exhibit A – 2023 Regional High Capacity Transit Strategy and Exhibit B – Summary of Comments and Recommended Changes.

Moved: Eric Hesse

Seconded: Allison Boyd

Discussion on the motion:

Sarah Iannarone acknowledged the work given on this project. A few considerations were noted as we move into the future. One, is as we're rethinking the 2040 concept plan, how are we going to think about transit differently in the future. I think it's really critical. Some of the feedback we got through the RTP engagement is our struggle to deal with that last mile problem. And some of the ways that our community is even struggling with think like safe sidewalks to transit, and the way that we can better integrate some our complete networks and some of the work done in this RTP to inform better transit connectivity and access into the future. So I'm grateful for the way that these two processes rolled out, and look forward to even greater integration and innovation in 2028.

I also want to highlight, through the IJA, the Street Trust fought for money for the innovation mobility pilot program with the intention at least when we were fighting for that money, was to make sure that we could be piloting some of these smaller shuttles and last mile solutions. We're highly supportive of any way to come up with funding to explore new solutions for some of the struggles that you're facing as well, and some of the connectivity on the ground for community.

Karen Buehrig wanted to thank everyone who worked on this HCT strategy over the past couple of years. I know we had a representative on the committee. I agree, the overall regional transit strategy is there to address so many different elements, all the different pieces of transit, the work with Better Bus and the work with the shuttles and all these different pieces. The HCT strategy as noted, is truly about the backbone to be extended into some of our regional centers anywhere in the near future. I do think that these are areas that are experiencing longer drive times to places because they're just physically located farther out. And having those solutions to be able to have similar drive times to transit times is essential. And HCT is an important tool for that.

I think we have some concerns about the inclusion of additional corridors and the overall cost that will be, and potentially actually causing a shift from the needed transit investments to pay for more expensive HCT events/investments. I will note that I will not be voting in favor of this item, but wanted everyone to know the reasons why.

Jaimie Lorenzini thanked staff and all the work groups for their efforts on this project. It was noted she planned to vote in support of this motion, but there were a few things that needed to be flagged. The first is, if we were to look at a map of the HCT areas and the toll impact areas, there's a concerning gap where the areas that will be affected by the I-205 toll project are the areas that are all lower priority for HCT. I think that's a problem when we start thinking about how do we help communities adjust to a massive shift in the way they travel.

Leading from that place, I think we need to further refine the implementation of the HCT to create a clearer path forward for lower priority corridors to move through the process. I know we have that infographic, but that infographic doesn't necessarily create clear and objective standards for when corridors will move up in priority. I also think it would be helpful if we created a more intentional process for reviewing readiness that happens more frequently than our RTP cycles. And I'm not sure if that would be a more regular time set interval or an application process to where jurisdictions can voluntarily say, we've met all these criteria, please reconsider. But I think we need to incentivize ways to help toll affected communities achieve and realize the level of transit they need to successfully function in that environment.

Eric Hesse noted Portland's appreciation for all the work that went into this. There is a lot of need out there and not always a lot of resources. I think it's important to continue be thoughtful about applying the right tool and the right context. We recognize this is one component of an overall strategy to ensure safe access to transit, connect our centers, acknowledge the importance of land use diversity mix, distance for travel, and all those things that are important to supporting transit that make it cost effective and a productive service. As we continue to think about that development pathway that we also describe enhancements around frequent service, the transformative investments in rail, and types of effects in service. The land use strategy and 2040 Refresh integrated with transportation planning with HCT will need to make sure that those services are deployed effectively with limited resources in which to advance our goals.

Ms. Holmqvist added one piece of good news. We had a little bit of remining extra funds for HCT. We heard you on the need for more tools. So we plan to be looking at doing a TSP checklist knowing that there will be some work that is coming to coordinate. For interested agencies that want to be doing some of these actions towards supporting HCT on corridors, we are going to do a checklist, and then working as a second phase a little bit more around land use coinciding with the 2040 work later, and kind of melding that as part of the access to transit work so we can be providing more specific checklist type tools, something like we had with the mobility policy work.

Dyami Valentine thanked everyone for the great effort, big lift, and really appreciated the level of effort and detail in the HCT plan that really helps identify enabling opportunities at the local level to help elevate and grow ridership. I think that was a really helpful tool and I'm encouraged by those resources that are incorporated into this strategy. Highlighting some of the conversation heard around improving access and growing that into champion local communities and identifying opportunities to support and grow ridership and elevate these priority corridors. This is something we are focused on in Washington County with our countywide transit study, work with Ride

Connection and our shuttles out in the County. These are all elements that at the local level we see reflected in this strategy. So we appreciate that.

Mike McCarthy noted he didn't need to mention we have a lot of concerns about the farther out areas, particularly because the model didn't consider trips into and out of our cities, and not been considered the way we think they need to. But with that caveat, we are going to vote in support.

With no further discussion, Chair Kloster called the question on the motion:

MOTION: To approve and recommend to JPACT Resolution 23-5348 Exhibit A – 2023 Regional High Capacity Transit Strategy and Exhibit B – Summary of Comments and Recommended Changes.

ACTION: Motion carried with one vote opposed (Karen Buehrig) and no abstentions.

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

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:36 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 3, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/3/2023	11/3/2023 TPAC Agenda	110323T-01
2	2023 TPAC Work Program	10/26/2023	2023 TPAC Work Program as of 10/26/2023	110323T-02
3	Handout	N/A	Democratic Rules Cheat-Sheet: Making Decisions	110323T-03
4	Memo	10/26/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during October 2023	110323T-04
5	Draft minutes	10/6/2023	Draft minutes from TPAC October 6, 2023 meeting	110323T-05
6	RESOLUTION NO. 23-5365	N/A	RESOLUTION NO. 23-5365 FOR THE PURPOSE OF AMENDING AND ADDING NEW FEDERAL DISCRETIONARY PLUS METRO TSMO PROGRAM AWARDS TO THE 2024-27 MTIP	110323T-06
7	Exhibit A to Resolution 23-5365	N/A	Exhibit A to Resolution 23-5365	110323T-07
8	Staff Report to Resolution 23-5365	10/26/2023	TO: TPAC and interested parties From Ken Lobeck, Funding Programs Lead RE: November FFY 2024 MTIP Formal Amendment & Resolution 23-5365 Approval Request	110323T-08
9	Memo	10/27/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: Adoption of the 2023 Regional Transportation Plan (RTP) – Ordinance No. 23-1496: TPAC RECOMMENDATION TO JPACT REQUESTED	110323T-09
10	ORDINANCE NO. 23-1496	N/A	ORDINANCE NO. 23-1496 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN (RTP) TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN	110323T-10
11	Exhibit A to Ordinance No. 23-1496	7/10/2023	Exhibit A to Ordinance No. 23-1496 PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan	110323T-11
12	Exhibit B to Ordinance No. 23-1496	9/29/2023	Exhibit B to Ordinance No. 23-1496 Chapter 2 Regional Framework Plan	110323T-12

13	Exhibit C (Part 1) to Ordinance No. 23-1496	N/A	Exhibit C (Part 1) to Ordinance No. 23-1496 10/25/23 MPAC Recommendation to Metro Council on Discussion Items	110323T-13
14	Attachment 1 to Part 1 to Exhibit C to Ordinance No. 23-1496	N/A	Attachment 1 to Part 1 to Exhibit C to Ordinance No. 23-1496	110323T-14
15	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496	9/25/2023	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496 ODOT Projects Adopted in 2024-27 MTIP and 2024-27 STIP with RTP ID 12095	110323T-15
16	Exhibit C (Part 1) to Ordinance No. 23-1496	N/A	Exhibit C (Part 1) to Ordinance No. 23-1496 10/25/23 MPAC Recommendation to Metro Council on Discussion Items	110323T-16
17	Exhibit C (Part 2) to Ordinance No. 23-1496	10/25/2023	Exhibit C (Part 2) to Ordinance No. 23-1496 MPAC Recommendation to Metro Council on Consent Items	110323T-17
18	Handout	N/A	Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption	110323T-18
19	Handout	October 2023	Engagement and outreach summary 2023 Regional Transportation Plan	110323T-19
20	Memo	10/27/2023	TO: Kim Ellis, Metro Planning Staff and 2023 RTP Project Manager From: Eric Hesse, Supervising Planner - Policy & Regional Coordination, PBOT RE: 2023 RTP Project List Changes for City of Portland	110323T-20
21	Memo	10/27/2023	TO: TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: 2023 High Capacity Transit Strategy Adoption	110323T-21
22	RESOLUTION NO. 23-5348	N/A	RESOLUTION NO. 23-5348 FOR THE PURPOSE OF ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	110323T-22
23	Exhibit A to Resolution No. 23-5348	7/10/2023	Exhibit A to Resolution No. 23-5348 HIGH CAPACITY TRANSIT Strategy Public Review Draft	110323T-23
24	Exhibit B to Resolution No. 23-5348	10/18/2023	Exhibit B to Resolution No. 23-5348 MPAC Recommendation on Comments Received	110323T-24

25	Staff Report to Resolution No. 23-5348	11/9/2023	STAFF REPORT: IN CONSIDERATION OF RESOLUTION NO. 23-5348 ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	110323T-25
26	Memo	11/2/2023	TO: Kim Ellis, Metro Planning Staff and 2023 RTP Project Manager From: Eric Hesse, Supervising Planner - Policy & Regional Coordination, PBOT RE: 2023 RTP Project List Changes for City of Portland	110323T-26
27	Handout	N/A	City of Portland Requested Changes to their Project List (as requested in memos dated 10/27/23 and 11/2/23)	110323T-27
28	Slide	N/A	Additional staff recommendations to include in consent items action	110323T-28
29	Amendment Proposed	11/03/2023	Amendments proposed, The Street Trust	110323T-29
30	Amendments Proposed	11/03/2023	Amendments Proposed: Clackamas County and ODOT	110323T-30
31	Slide	11/03/2023	October fatal traffic crash report for Clackamas, Multnomah and Washington counties	110323T-31
32	Presentation	11/03/2023	November FFY 2024 Formal MTIP Amendment Resolution 23-5365	110323T-32
33	Presentation	11/03/2023	Adoption of the 2023 Regional Transportation Plan TPAC RECOMMENDATION TO JPACT REQUESTED	110323T-33
34	Presentation	11/03/2023	HCT Strategy Adoption	110323T-34

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TO THE)	RESOLUTION NO. 23-5372
MTIP FIFTEEN NEW PROJECT AWARDS PLUS)	
AMENDING AND CANCELING FOUR ODOT)	Introduced by: Chief Operating
PROJECTS TO MEET FEDERAL DELIVERY)	Officer Marissa Madrigal in
REQUIREMENTS)	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 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; 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, ODOT budget fund swaps, limits and needed scoping updates have impacted four of their projects which result in the two existing projects being canceled and another two requiring phase cancelations or limit adjustments; and

WHEREAS, the December FFY 2024 Formal MTIP Amendment is adding fifteen new projects which originate from approved Congressionally Directed Spending awards, federal discretionary grants, Oregon's Statewide Carbon Reduction Program awards plus Community Paths Program awards, and Metro's Transportation System Management and Operations funding awards; and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for all of the new and amended projects; and

WHEREAS, the programming updates to the nineteen projects in the December FFY 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on December 1, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 14, 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 or amend the nineteen projects within Exhibit A to complete the required programming updates to the 2024-27 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

December FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: DC24-03-DEC

The December Federal Fiscal Year 2024 Formal MTIP Amendment adds fifteen new projects from various federal funding sources and amends four ODOT existing projects. Two of ODOT project amendments involve project cancelations from the MTIP.

Fifteen new federally funded projects are being added through this amendment. The fundings occurred from early summer to September when the draft 2024-27 MTIP was in lock-down completing its final reviews and approvals. Several projects required additional pre-scoping reviews to determine if the project contained sufficient delivery details to be programmed in the MTIP and STIP. A summary of the new fifteen projects includes the following:

- **Metro TSMO Program:** The formal amendment adds four new Metro funded Transportation System Management and Operations (TSMO) funded projects from the recent TSMO project funding call. The four new projects complete the needed programming actions for the TSMO call that began with the November FFY 2024 formal MTIP amendment.
- **Congressionally Directed Spending (CDS) Project Awards.** Two CDS awarded projects are included in this amendment:
 - One FFY 2023 (CDS) project award supporting Beaverton’s Downtown Loop improvement project has completed sufficient pre-scoping actions to allow it to be programmed now.
 - The second project belongs to the city of Sherwood. The project, Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin), is a new connector road in the Sherwood Tonquin Employment Area.
- **RAISE Grant Project Awards.** Two RAISE grant awarded projects are being programmed. They include:
 - A CDS award is being programmed in conjunction with Beaverton’s new FHWA discretionary Rebuilding American Infrastructure with Sustainability as Equity (RAISE) grant to their Downtown Loop project as a separate project. Due to different project delivery requirements, the CDS and RAISE grant awards have to be programmed as separate projects.
 - A second RAISE grant award is being programmed for Washington County for Council Creek Trail. The Council Creek Trail project also has a parallel Metro Regional Flexible Funds Allocation (RFFA) funded project in Key 23254. The RAISE grant portion has to be programmed separately from the Metro RFFA funded project as well per FHWA direction.
- **ODOT Carbon Reduction Program (CRP) Project Award:** TriMet receive an ODOT CRP grant award to purchase new replacement buses. MTIP and STIP programming is moving forward now.
- **Oregon Community Paths (OCP) Project Awards:** Six new project awards from ODOT’s FFY 2022 OCP program are moving forward to be programmed in the MTIP and STIP. Several only include funding to support project development and scoping actions at this time.

The Exhibit A Tables starting on the next page to Resolution 23-5372 (or MTIP Worksheets) provide the additional details about the changes and programming actions for the included projects.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 23-5372

December FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC24-03-DEC

Total Number of Projects: 19

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Amended Projects				
(#1) ODOT Key # 23107 MTIP ID 71372	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY25)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>CANCEL PROJECT:</u> The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancelation, but the completion of a fund transfer to Key 23424.
(#2) ODOT Key # 23108 MTIP ID 71373	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY26)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>CANCEL PROJECT:</u> To fund ODOT's new Bicycle Pedestrian Safety Action Program, ODOT is recalling some HB2017 funds that were allocated to the Regions. K23108 is one of those projects; the project will be canceled and all of its funds will be reallocated to the HB2017 SSPF to fund the new program. As a result, the project must be canceled from the MTIP.
(#3) ODOT Key # 21710 MTIP ID 71196	ODOT	US30: Troutdale (Sandy River) Bridge	Repair significant bridge footing erosion to protect the structure from further damage.	<u>CANCEL PHASE:</u> The formal amendment cancels the Other and Construction phases for the project. After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design

				and construct, given the unavoidable risks and constraints of the project.
(#4) ODOT Key # 21616 MTIP ID 71170	ODOT	OR99W: N Schmeer Rd- SW Meinecke Pkwy & US30B: Kerby-165th OR99W: Ross Island BR- SW Wills Ln & US30B: Kerby-165th Ave	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	LIMITS CHANGE: The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring.
New Projects: Discretionary and CDS Awards:				
(#5) ODOT Key # 23530 MTIP ID TBD <i>New Project</i>	Beaverton	Beaverton Downtown Loop: Phase I Demo	Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)	ADD NEW PROJECT: The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) project funding award to the MTIP. There is a second Beaverton Downtown Loop projects also being added through this amendment. See next project entry.
(#6) ODOT Key # 23531 MTIP ID TBD <i>New Project</i>	Beaverton	Beaverton Downtown Loop: Preliminary Design	Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)	ADD NEW PROJECT: The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP. The funding will support the completion of the Preliminary Engineering phase activities. Delivery requirements differ from the normal federal awards which FHWA determined the RAISE funded project needed to be programmed as a separate project.
(#7) ODOT Key # 23549 MTIP ID TBD	Washington County	Council Creek Trail: Douglas St-Hatfield Gov't Ctr	Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of	ADD NEW PROJECT: The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction. The new Council Creek Trail project has

<i>New Project</i>			Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)	two types of awarded federal funds: (1) the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA). Due to obligation requirements and delivery conditions for the RAISE funds, they are being programmed separately. Key 23254 contains the RFFA awarded funds portion.
(#8) ODOT Key # 23524 MTIP ID TBD <i>New Project</i>	Sherwood	Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)	Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP. The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.
NEW PROJECT: ODOT Carbon Reduction Program (CRP)				
(#9) ODOT Key # 23552 MTIP ID TBD <i>New Project</i>	TriMet	TriMet Zero Emission Buses Procurement	Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new OTC approved ODOT Statewide Carbon Reduction Program (CRP) funded project to the MTIP. The project funding will support the procurement of three replacement full-sized electric powered, zero emissions buses to replace fixed-route TriMet buses.

NEW PROJECTS: Metro Transportation Systems Management and Operations (TSMO)

<p>(#10) ODOT Key # NEW MTIP ID TBD <i>New Project</i></p>	<p>Metro</p>	<p>TSMO Accessibility Routable Sidewalk Data Collection Region-wide</p>	<p>Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO study is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.</p>
<p>(#11) ODOT Key # NEW MTIP ID TBD-NEW <i>New Project</i></p>	<p>Metro</p>	<p>Transportation Systems Management & Operations (TSMO) Program Plus</p>	<p>Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The project is an approved project from the Metro SFY 24 UPWP.</p>
<p>(#12) ODOT Key # NEW MTIP ID TBD <i>New Project</i></p>	<p>Metro</p>	<p>TSMO Program Investments Evaluation & ITS Architecture Update</p>	<p>Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update</p>	<p><u>ADD NEW PROJECT</u> The formal amendment adds the new awarded TSMO project to the MTIP. The project was initially awarded as the TSMO Program Investments and ITS Architecture update. However, the equipment purchase portion had to be split off as a stand-alone project due to potential delivery conflicts between planning activities and equipment procurement requirements. As a result, the TSMO Program Investments</p>

				Evaluation & ITS Architecture Update project will progress as a separate stand-alone project in the MTIP and STIP that also is covered under the SFY 2025 UPWP
(#13) ODOT Key # NEW MTIP ID TBD <i>New Project</i>	ODOT	ITS Network Equipment Upgrade Purchase	Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new awarded TSMO project to the MTIP. The ITS Network Equipment Upgrade Purchase is a regionwide TSMO improvement project to upgrade the existing regional ITS network. ODOT will deliver the project for Metro.
New Projects: Oregon Community Paths (OCP) Program				
(#14) ODOT Key # 23505 MTIP ID TBD <i>New Project</i>	Gresham	Columbia View Park Path (Gresham)	Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#15) ODOT Key # 23510 MTIP ID TBD <i>New Project</i>	Gresham	North Gresham Park Path	Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#16) ODOT Key # 23520 MTIP ID TBD	Happy Valley	Clackamas River Trail (Happy Valley)	In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community

<i>New Project</i>			(approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.	Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#17) ODOT Key # 23509 MTIP ID TBD <i>New Project</i>	Tigard	Fanno Creek Regional Trail Crossing Safety	Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#18) ODOT Key # 23519 MTIP ID TBD <i>New Project</i>	Tigard	SW 95th Ave Highway 217 Ped/Bike Bridge Refine	Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#19) ODOT Key # 23513 MTIP ID TBD <i>New Project</i>	Troutdale	2nd Street Bridge (Troutdale)	Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023

Proposed Amendment Review and Approval Steps:

- Tuesday, November 28, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, December 1, 2023: TPAC meeting (Required Metro amendment notification)

- Thursday, December 14, 2023: JPACT meeting.
- Friday, December 29, 2023: End 30-day Public Comment period.
- Thursday, January 11, 2024: Final approval from Metro Council anticipated.
- Mid to late February 2024: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
 Cancel and remove the project
 from the MTIP

Project #1

Project Details Summary							
ODOT Key #	23107	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71372	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0425		

Summary of Amendment Changes Occurring:
 The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancellation, but the completion of a fund transfer to Key 23424. All funds from K23107 were advanced from the 24-27 STIP to the 21-24 STIP in order to fund K23424 OR211 Road Safety Audit implementation (Clackamas County) for delivery in FFY23. This action was approved by the OTC at the 3/9/23 meeting. Note: Key 23424 is outside of the Metro MPA boundary and is not included in the 2021-24 MTIP.

However, the draft 2024-27 MTIP was already under lock-down completing its final reviews and starting final approval steps. As a result of this fund transfer OTC approved was completed to Key 23424, but the adjustment to Key 23107 could not occur. Key 23107 was approved as part of the 2024-27 MTIP. Because of this, completing the fund transfer programming becomes a project cancellation in the MTIP even though it is really an administrative fund transfer. Since the funds are being transferred to a project outside of the MTIP programming area and back to a project in FFY 2023, a fiscal constraint verification is required. This triggers the need for the formal amendment. The action to the STIP has occurred and only an administrative update is required to Key 23107.

Project Name:	Portland Metro and Surrounding Area Safety Reserve (FFY25)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		

Short Description:
 Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	Safety		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025		—			900,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					100,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ -	\$ (1,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
Completion Date Notes:						Estimated Project Completion Date:	N/A
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? Temporary Advance Construction initially assigned to the revenue bucket.
2. Does the amendment include changes or updates to the project funding? Yes. The funding is being canceled.
3. Was proof-of-funding documentation provided to verify the funding change? Yes.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT approval was required as part of the 2024-27 STIP approval.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	N/A	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a safety project grouping bucket
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable. The pub is not capacity enhancing

RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? Not Applicable.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4. Applicable RTP Goal: 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 MTIP amendment? No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not Expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected.**

Fund Codes References

State	General State 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.

2021-2024 Active STIP		CLACKAMAS		2021-2024 Active STIP			
Name: OR211 Road Safety Audit implementation (Clackamas County)			Key: 23424				
Description: Design enhancements at the OR 211 / Union Mills Road / Beavercreek Road intersections and other high-crash locations in the project corridor, including illumination, signing, sight line clearing, and pavement marking upgrades, to improve safety.					Region: 1		
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT		Status: PROJECT UNDER CONSTRUCTION					
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
14.00 to 24.00	10.00	OR-211	WOODBURN/ESTACADA	REGION 1 ACT	CLACKAMAS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023			2023		
Total		\$340,000.00			\$660,000.00		\$1,000,000.00
Fund 1		S070 \$340,000.00			S070 \$660,000.00		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 21-24-3392			Approval Date: 5/19/2023				
Requested Action: Add a Construction phase, moving funds from the Preliminary Engineering phase.							



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
 Cancel and remove the project
 from the MTIP

Project #2

Project Details Summary

ODOT Key #	23108	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71373	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:	24-27-0427		

Summary of Amendment Changes Occurring:

The formal MTIP amendment cancels the project from the MTIP. From the ODOT Change Management Request (CMR):

In March 2023, ODOT established a new Bicycle Pedestrian Safety Action Program - renamed in September 2023 to the Vulnerable User Crash Response Program (VCR). This new program will be funded by HB2017 State Safety Priority Funds (SSPF). The new program will enable ODOT to respond consistently and rapidly to serious crashes involving people walking and biking across the state.

To fund this Program, ODOT is recalling some HB2017 funds that were allocated to the Regions. K23108 is one of those projects; the project will be canceled and all of its funds will be reallocated to the HB2017 SSPF to fund the new program. The OTC approved the cancellation of this project for this purpose at the 9/14/23 OTC meeting. K23108 will be fully canceled; the \$697,981 funds on the project will be reallocated to HB2017 SSPF to fund the new statewide Vulnerable User Crash Response Program (VCR).

Project Name: **Portland Metro and Surrounding Area Safety Reserve (FFY26)**

Lead Agency: **ODOT** **Applicant:** ODOT **Administrator:** ODOT

Short Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	Safety		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2026		—			\$ 628,183		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2026					\$ 69,798		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ 697,981	\$ -	\$ 697,981
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but canceled in the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (697,981)	\$ -	\$ (697,981)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Temporary Advance Construction initially assigned to the revenue bucket.
2. Does the amendment include changes or updates to the project funding? Yes. The funding is being canceled.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC action.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required and occurred at their 9/14/2023 meeting,
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	N/A	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project is a non-capacity enhancing safety project grouping bucket (PGB).
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable. The PGB is not capacity enhancing
RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? Not Applicable.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4. Applicable RTP Goal: 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 MTIP amendment? No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? November 28, 2023 to December 29, 2023.
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not Expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not Expected.

Fund Codes References

State	General State 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.



Oregon Transportation Commission
Office of the Director, MS
355 Capitol St
Salem, OR 97301-38

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM: 
Christopher W. Strickler
Director

SUBJECT: **Consent Item 11** – Amend the 24-27 Statewide Transportation Improvement Program (STIP) to reallocate a portion of HB 2017 State Safety Priority Funding (SSPF) to establish and implement an ongoing pedestrian and bicycle safety improvement initiative

Requested Action:
Approve the attached list of modified or canceled projects to the STIP.

Background:
At the March 9, 2023 meeting, the OTC supported an ODOT proposal to invest HB 2017 State Safety Priority Funds (SSPF) annually, FY 2025-2027 to create a new pedestrian and bicycle safety program (March 9, 2023 Agenda Item 11). The purpose of the program is to consistently and rapidly review, assess and deliver safety improvements addressing pedestrian and bicyclist fatalities on the state highway system, particularly in low-income and Black, Indigenous, or People of Color (BIPOC) communities.

Consent 11, Attachment 01

Key Number	Region	Action	Project name	Phase	Primary Work Type	Funding Responsibility	Project Amount	Reason for Change
K22837	2	Cancel	Northwest Oregon curve warning upgrades (2027)	PE	Safety	SSPF/HB2017 Safety R2	\$3,701,059	Project canceled entirely
K22836	2	Reduce Scope	NW Oregon HB2017 safety funding reserve (FFY24-27)	CN	Safety	SSPF/HB2017 Safety R2	\$1,000,000	Removing \$1M in funding reserve. This bucket also holds the \$3,701,059 for project K22837 that is being cancelled, so that money should be removed from here. \$1,436,560 should be left remaining in this bucket. These remaining funds are for bike/ped safety items being leveraged onto 2 other projects as approved.
K23305	3	Cancel	SW Oregon safety program funding reserve (FFY25-27)	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$119,553	Canceling project - federal ARTS funding moved to local agency projects
K23053	3	Reduce Scope	Region 3 Rural intersection Safety improvements	PE, CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$141,208	Scope reduction
K22947	3	Change funding source	OR62 at OR234 Roundabout	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$2,645,128	Removing federalized HB2017 Safety beyond the minimum match requirement, and replacing with ARTS funding
K23413	3	Cancel	SW Oregon HB2017 safety program funding reserve (FFY25-27)	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$143,554	Canceling project - federal ARTS funding moved to local agency projects
K22940	3	Cancel	OR238 at Shafer Lane Pedestrian Improvements	PE, RW, CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$33,142	Canceling project - federal ARTS funding moved to local agency projects. No ped crash history in area and not high equity area so reprioritizing funds. Will reapply for ARTS in future.
K23108/K23425	1	Cancel	US26: Safety enhancements at Stone Road	CN	Safety	SSPF/HB2017 Safety R1	\$697,981	Project is being canceled in all phases.
K22980	5	Cancel	US30: Adams Ave & OR82/Island Ave Signal	PE, RW, UR	Safety	SSPF/HB2017 Safety R5	\$800,000	Project is being canceled in all phases, in both K22980 and K23330. \$1.042 mill of this is moving to M20050 West Park Elem. RRFB and SRTS sidewalk (Hermiston)
K23330	5	Cancel	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27	CN	Safety	SSPF/HB2017 Safety R5	\$1,071,165	See above
M20050	5	Add funding for Ped Safety	OR207 West Park Elem RRFB and SRTS Sidewalk Infill				-\$1,042,000	Funding from K22980/K23330 being added to this existing maintenance project
K22776	4	Change funding source	US97: Redmond-Bend Phase 2	CN	Safety	ARTS and SSPF/HB2017 Safety R4	\$1,772,438	Project amount listed is SSPF reduction from the project. \$427,707 of this is moving to K23055 US97 at Chestnut (Madras), for a net total of \$1,344,731 being returned to SSPF.
K23055	4	Add funding for Ped Safety	US97 at NE Chestnut Street (Madras)	PE, RW, CN	Safety	ARTS and SSPF/HB2017 Safety R4	-\$427,707	Funding from K22776 being added to this existing project for pedestrian safety features
Total							\$10,655,521	



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PHASE
 Cancel the Other and Construction
 phases

Project #3

Project Details Summary

ODOT Key #	21710	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	12/6/2018
MTIP ID:	71196	CDS ID:	N/A	Bridge #:	02019	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0131		

Summary of Amendment Changes Occurring:

The formal amendment will cancel the Other and Construction phases for the project. From the ODOT Change Management Request summary:

This project was intended to design and construct scour repair on the footing of the Troutdale Bridge. During project development and design, many alternatives were evaluated for cost, constructability, and risk factors. The project team also identified many constraints that would need to be taken into account during design and construction - most notably, a limited 6 week in-water work window. A repair alternative (placing riprap to armor the bridge pier) was selected after extensive evaluation but faced significant constructability challenges related to constructing an access ramp.

After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design and construct, given the unavoidable risks and constraints of the project. In coordination with the State Bridge Program, the State Bridge Manager supported and approved concluding the Design and ROW phases of the project, canceling the Construction and Other phase, and moving to develop a monitoring plan for the bridge. Field investigation and analysis of the bridge's condition supported this approach.

As a result, the Other and Construction phases and their unobligated finds are being canceled from the MTIP and STIP.

Project Name:	US30: Troutdale (Sandy River) Bridge						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	N/A		

Short Description:

Repair significant bridge footing erosion to protect the structure from further damage.

MTIP Detailed Description (Internal Metro use only):

Repair significant bridge footing erosion to protect the structure from further damage.

STIP Description: Repair bridge footing erosion to protect the structure from further damage.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	Safety		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z240	2020		\$ 512,697					\$ 512,697
State STBG	Y240	2023			\$ 35,267				\$ -
State STBG	Y240	2023			\$ 12,394				\$ 12,394
State STBG	Y240	2023					\$ 3,717,578		\$ -
State STBG	Y240	2024						\$ 103,460	\$ -
Federal Totals:			\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ 103,460	\$ 525,091

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2020		\$ 58,680					\$ 58,680
State	Match	2023			\$ 4,036				\$ -
State	Match	2023			\$ 1,419				\$ 1,419
State	Match	2023					\$ 425,493		\$ -
State	Match	2024						\$ 11,841	\$ -
State Totals:			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 571,377	\$ 39,303	\$ -	\$ 4,143,071	\$ 115,301	\$ 4,869,052
Amended Programming Totals	\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190

Total Estimated Project Cost							Not Specified
Total Cost in Year of Expenditure:							Not Specified

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (25,490)	\$ -	\$ (4,143,071)	\$ (115,301)	\$ (4,283,862)
Phase Change Percent:	0.0%	0.0%	-64.9%	0.0%	-100.0%	-100.0%	-88.0%
Amended Phase Matching Funds:	\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ -	\$ 525,091
State	\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.27%	10.27%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.00%	100.00%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	87.61%	2.12%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.03%	0.24%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	97.64%	2.36%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 571,377	\$ 13,813				Aid ID
Federal Funds Obligated:		\$ 512,697	\$ 12,394				S100(067)
EA Number:		PE003205	R9852000				FHWA or FTA
Initial Obligation Date:		6/8/2020	8/24/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
				Estimated Project Completion Date:			Not Stated
Are federal funds being flex transferred to FTA?	Yes/No	If yes, expected FTA conversion code:			N/A		

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT federal STBG funds already obligated for PE and ROW.
2. Does the amendment include changes or updates to the project funding? Yes. The Other and Construction phases are canceled resulting in a 88% decrease to the project. The prior committed funds are being re-purposed back into the Bridge program.
3. Was proof-of-funding documentation provided to verify the funding change? Yes via the STIP Impacts Worksheet.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval by the Bridge Program Manager was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30	-0.01	0.03	0.04
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Columbia River Hwy		West of Sandy River		Jordan Road

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	5	Project Status	5	RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip Other phase with \$103,460 of federal State STBG plus match from FFY 2023 to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus areas are "no" for POC, LI, and LEP equity areas on both sides of the Sandy River
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
			X				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per 40 CFR 93.126, Table 2 - Safety
Exemption Reference:	Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Required.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable.

RTP Constrained Project ID and Name:	2018 RTP ID# 12092 - Bridge Rehabilitation & Repair
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
Yes	Bicycle	Historic Columbia River Hwy is designated as a "Regional Bikeway" in the Bicycle network
Yes	Pedestrian	Historic Columbia River Hwy is designated as a "Regional Pedestrian Corridor " in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Columbia River Hwy	No designation
Functional Classification	Yes	Columbia River Hwy	Urban Major Collector
Federal Aid Eligible Facility	Yes	Columbia River Hwy	FHWA Functional Classification Code: 5 (Major Collector)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.
4. Applicable RTP Goal: 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 MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and committed to eligible projects.

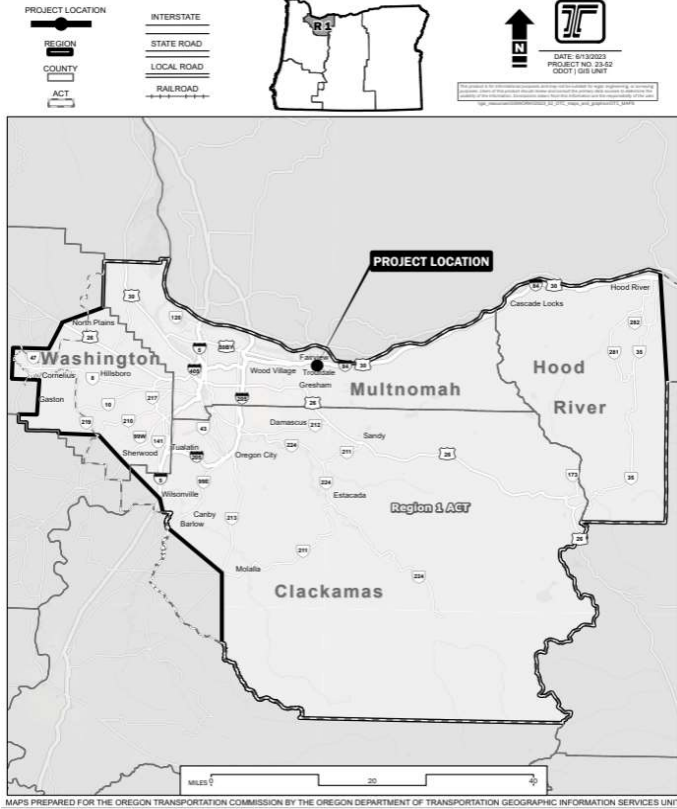
Key Number: 21710

2024-2027 STIP

Project Name: IIS30: Troutdale (Sandy River) Bridge (PENDING AMENDMENT)

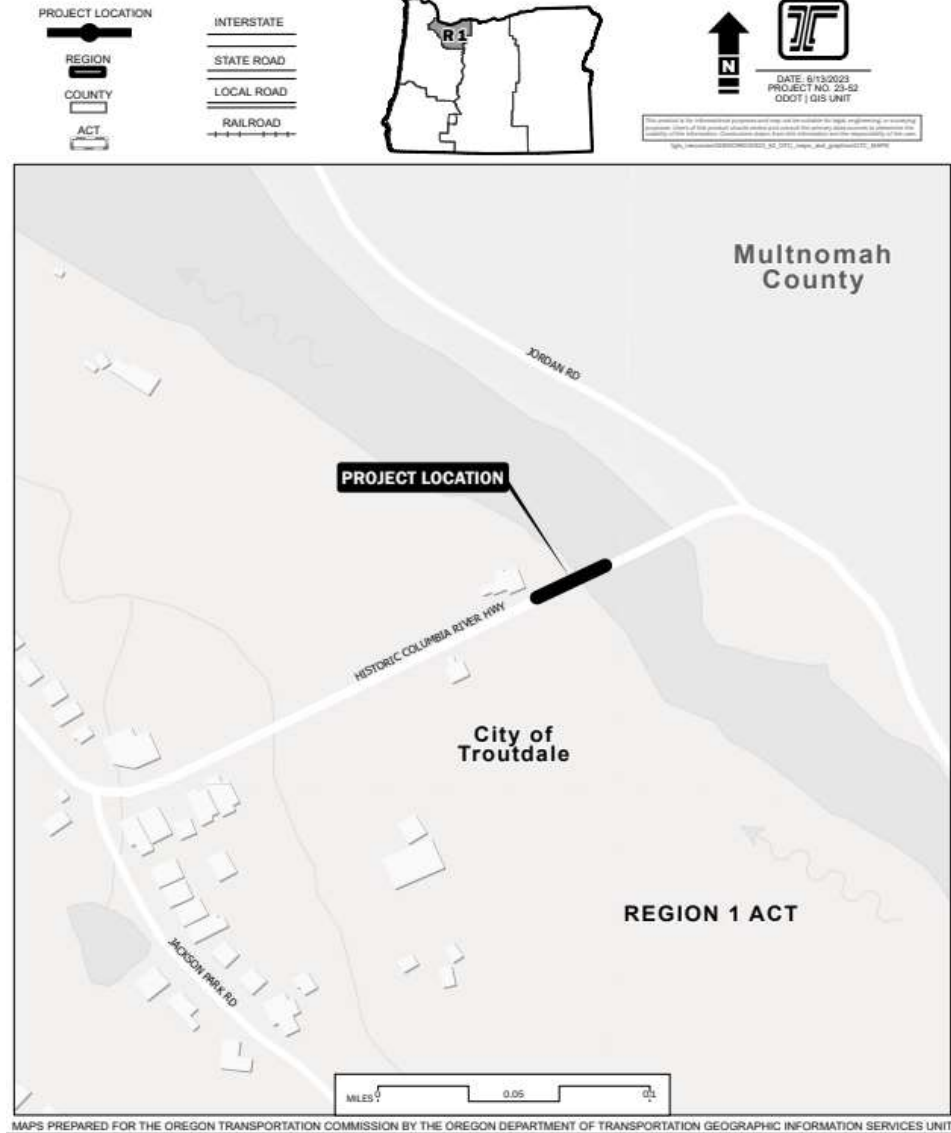
Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	100.00%	571,377.00	89.73%	512,696.58	10.27%	58,680.42	0.00%	0.00
	PE Totals		100.00%	571,377.00		512,696.58		58,680.42		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IJIA	0.00%	13,812.15	89.73%	12,393.64	10.27%	1,418.51	0.00%	0.00
	RW Totals		0.00%	13,812.15		12,393.64		1,418.51		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IJIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				585,189.15		525,090.22		60,098.93		0.00

K21710 US30: TROUTDALE (SANDY RIVER) BRIDGE



STIP PROJECT LOCATION

K21710 US30: TROUTDALE (SANDY RIVER) BRIDGE





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
LIMITS CHANGE
 Adjust name, description, and
 funding based on revised limits

Project #4

Project Details Summary

ODOT Key #	21616	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71170	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0215	

Summary of Amendment Changes Occurring:
 The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring. Overall, the major scope elements remain the same. The changes are due to an increase in costs and inflationary pressures resulting in increased Preliminary Engineering phase costs. Reducing scope mitigates the increases and allows funding to support the revised project scope.

Project Name: ~~OR99W:N Schmeer Rd - SW Meinecke Pkwy & US30B: Kerby-165th~~
OR99W: Ross Island BR-SW Wills Ln & US30B: Kerby-165th Ave

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
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Short Description:
 Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

MTIP Detailed Description (Internal Metro use only):
 On OR99W from ~~5.71 to 15.95~~ **MP 1.87 to MP 12.03** and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

STIP Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	Safety		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	ZS30	2021		\$ 499,715					\$ -
HSIP	ZS30	2021		\$ 429,860					\$ 429,860
STBG-U	Y230	2021		\$ 527,760					\$ 527,760
HSIP	ZS30	2024				\$ 11,685			\$ 11,685
HSIP	ZS30	2024					\$ 1,724,628		\$ -
HSIP	ZS30	2024					\$ 1,317,818		\$ 1,317,818
Federal Totals:			\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123

Note: The added STBG-U is not Metro funding but extra urban STBG that needs to be obligated. Also, the STBG-U is 100% federal. No match is required.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (HSIP)	Match	2021		\$ 42,158					\$ -
State (HSIP)	Match	2021		\$ 36,264					\$ 36,264
State (HSIP)	Match	2023				\$ 986			\$ 986
State (HSIP)	Match	2024					\$ 145,496		\$ -
State (HSIP)	Match	2024					\$ 146,424		\$ 146,424
State Totals:			\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 541,873	\$ -	\$ 12,671	\$ 1,870,124	\$ -	\$ 2,424,668
Amended Programming Totals	\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797
Total Estimated Project Cost							\$ 2,470,797
Total Cost in Year of Expenditure:							\$ 2,470,797

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 452,011	\$ -	\$ -	\$ (405,882)	\$ -	\$ 46,129
Phase Change Percent:	0.0%	83.4%	0.0%	0.0%	-21.7%	0.0%	1.9%
Amended Phase Matching Funds:	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Amended Phase Matching Percent:	N/A	7.78%	N/A	7.78%	10.00%	N/A	9.45%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123
State	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	96.35%	0.0%	92.22%	90.00%	0.0%	92.57%
State	0.0%	3.65%	0.0%	7.78%	10.00%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.00%	0.0%	100.00%	100.00%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	38.76%	0.0%	0.47%	53.34%	0.0%	92.57%
State	0.0%	1.47%	0.0%	0.04%	5.93%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	40.23%	0.0%	0.51%	59.26%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 993,884					Aid ID
Federal Funds Obligated:		\$ 957,620					SA00(385)
EA Number:		PE003252					FHWA or FTA
Initial Obligation Date:		12/4/2020					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT HSIP and now urban eligible STBG.
2. Does the amendment include changes or updates to the project funding? Yes, the funding changes include the addition of urban STBG which remain as ODOT funds and are not Metro funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via internal ODOT confirmation of the fund swap.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Salem approval was required for the funding adjustment and fund swap.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	OR99W	5.19	15.95	10.76
			1.87	12.03	10.16
	Yes	US30B	5.52	14.70	9.18
Note: No change to US30B project limits					
Cross Streets		Route or Arterial	Cross Street		Cross Street
		OR99W	Ross Island Bridge		Willis Lane
		US30B	Kerby		165th Ave
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	June 2023	Last MTIP Amend Num	AM23-20-JUN3
Last Amendment Action	CANCEL PHASE: Cancel ROW phase and shift nonobligated funds back to PE phase						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X					X	Equity Focus areas are generally no across all identified sectors. The project is located on the CMP network which supports congestion mitigation investments.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No. The project is not a capacity enhancing improvement.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93/126, Table 2 - Safety
Exemption Reference:	Highway Safety Improvement Program implementation.
Was an air analysis required as part of RTP inclusion?	No. Not Required.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable.

RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR99W is designated as a Major Arterial in the project limits
		US30 Bypass is designated as a Major and Minor Arterial in the project limits
Yes	Transit	OR99W is designated as a Frequent in the project limits in the Transit network
		US30 Bypass is designated as a Frequent Bus in portions of project limits in the Transit network
Yes	Freight	OR99W is designated as a Main Roadway Route in the project limits in the Freight network
		US30 Bypass is designated in a portion of the project limits as a roadway connector in the Freight network
Yes	Bicycle	OR99W is designated as a Bicycle Parkway in the project limits in the Bicycle network
		US30 Bypass is designated as a Regional Bikeway in the project limits in the Bicycle network
Yes	Pedestrian	OR99W is designated as a Pedestrian Parkway in the project limits in the Pedestrian network
		OR30 Bypass is designated as a Pedestrian Parkway in the project limits in the Pedestrian network.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR99W	OR99W is designated as a "MAP-21 NHS Principal Arterial" and an "Other NHS Routes"
	Yes	US30 Bypass	US30 Bypass appears to be designated as "MAP-21 NHS Principal Arterial" and an "Other NHS Routes" in portions of the project limits.
Functional Classification	Yes	OR99W	Urban Other Principal Arterial
	Yes	US30 Bypass	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR99W	FHWA Functional Classification Code: 3 (Other Principal Arterial)
	Yes	US30 Bypass	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.

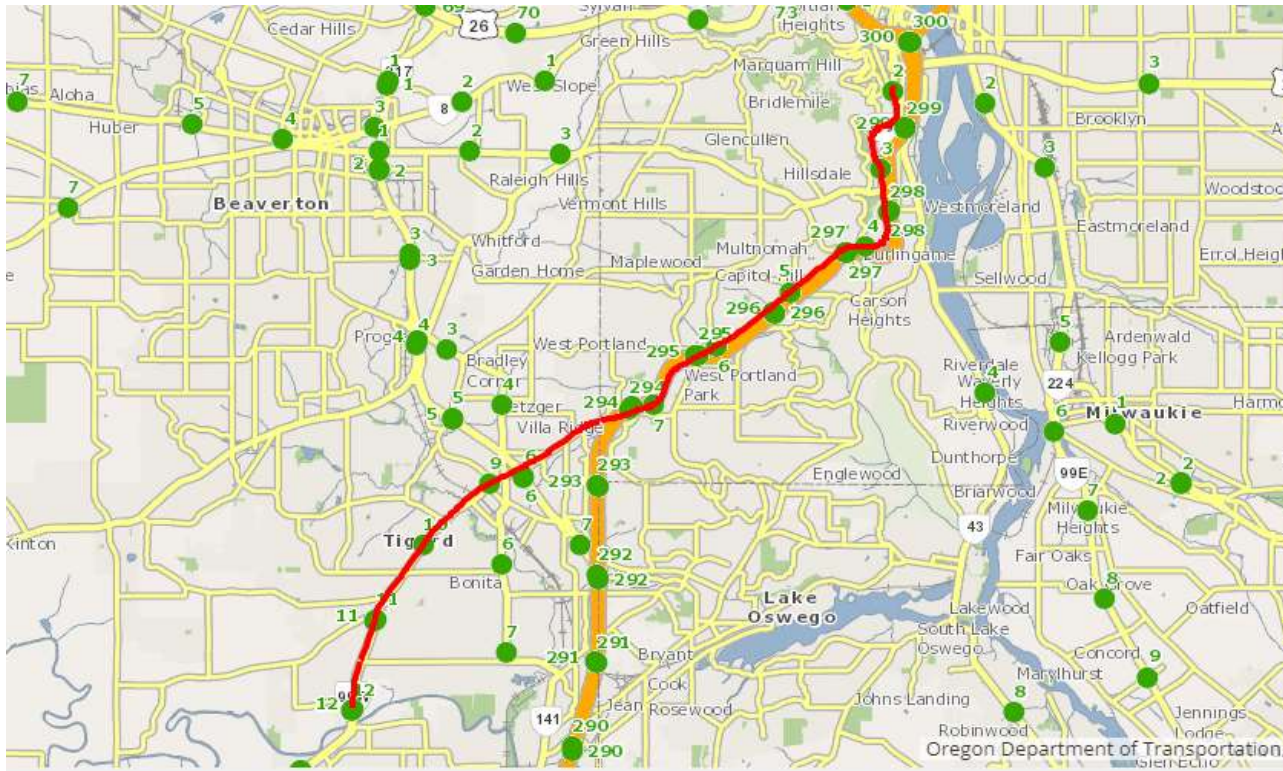
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable
4. Applicable RTP Goal: Goal #5 - 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 MTIP amendment? No. The project is not capacity enhancing or does the total project cost exceed \$100 million dollars.

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? November 28, 2023 to December 29, 2023	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Not expected.	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.	

Fund Codes References	
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.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT normally suballocates to Metro for use of eligible projects in urban areas.
State	General state funds used to meet the minimum match requirement to the federal funds.



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y230	STBG Urban - populations greater than 200,000 IUA	53.10%	527,760.00	100.00%	527,760.00	0.00%	0.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST	46.90%	466,124.00	92.22%	429,859.55	7.78%	36,264.45	0.00%	0.00
	PE Totals		100.00%	993,884.00	957,619.55	36,264.45	0.00	0.00		
RW	ZS30	HIGHWAY SAFETY IMP PROG FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00	0.00	0.00	0.00	0.00		
UR	ZS30	HIGHWAY SAFETY IMP PROG FAST	100.00%	12,671.00	92.22%	11,685.20	7.78%	985.80	0.00%	0.00
	UR Totals		100.00%	12,671.00	11,685.20	985.80	0.00	0.00		
CN	ZS30	HIGHWAY SAFETY IMP PROG FAST	100.00%	1,464,242.00	90.00%	1,317,817.80	10.00%	146,424.20	0.00%	0.00
	CN Totals		100.00%	1,464,242.00	1,317,817.80	146,424.20	0.00	0.00		
Grand Totals				2,470,797.00	2,287,122.55	183,674.45	0.00			





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new 2023 CDS project
 award to the MTIP

Project #5

Project Details Summary							
ODOT Key #	23530	RFFA ID:	N/A	RTP ID:	10664, 12121 12122, 12123	RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0382		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) project funding award to the MTIP. There is a second Beaverton Downtown Loop projects also being added through this amendment. That project contains a RAISE grant award and must be programmed separately due to the obligation and delivery requirements through FHWA. The overall scope improvements are the same for both projects.

Project Name:	Beaverton Downtown Loop: Phase I Demo						
Lead Agency:	Beaverton	Applicant:	Beaverton	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)

MTIP Detailed Description (Internal Metro use only):
 In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, design and construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2023 CDS, ID OR215)

STIP Description:
 Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
	Active Trans - Bike	Protected Lanes	Capital Improvement
	Active Trans - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
	Active Trans - Transit Operations	Capital - Passenger Facilities	Capital Improvement

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024		\$ 1,200,000					\$ 1,200,000
HIPCDS23	Y926	2024					\$ 2,800,000		\$ 2,800,000
Federal Totals:			\$ -	\$ 1,200,000	\$ -	\$ -	\$ 2,800,000	\$ -	\$ 4,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 137,345					\$ 137,345
Other	OTH0	2024		\$ 162,655					\$ 162,655
Local	Match	2024					\$ 320,473		\$ 320,473
Other	OTH0	2024					\$ 379,527		\$ 379,527
Local Totals:			\$ -	\$ 300,000	\$ -	\$ -	\$ 700,000	\$ -	\$ 1,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Total Estimated Project Cost							\$ 5,000,000
Total Cost in Year of Expenditure:							\$ 5,000,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 137,345	\$ -	\$ -	\$ 320,473	\$ -	\$ 457,818
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 2,800,000	\$ -	\$ 4,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 300,000	\$ -	\$ -	\$ 700,000	\$ -	\$ 1,000,000
Total	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	24.0%	0.0%	0.0%	56.0%	0.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	6.0%	0.0%	0.0%	14.0%	0.0%	20.0%
Total	0.0%	30.0%	0.0%	0.0%	70.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	80.0%	0.0%	0.00%	80.00%	0.0%	80.0%
State	0.00%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%
Local	0.00%	20.0%	0.0%	0.00%	20.00%	0.0%	20.0%
Total	0.00%	100.0%	0.0%	0.00%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not			Not		Aid ID
Federal Funds Obligated:		Obligated			Obligated		
EA Number:		Yet			Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? Federal funds originate from a FFY 2023 Congressionally Directed Spending award - DEMO ID OR215
2. Does the amendment include changes or updates to the project funding? Yes, the project adds new approved CDS funding to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per March 21, 2023, USDOT memo "Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023"
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was required. However, Congressional approval was required for the CDS award.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	SW Watson Ave	SW 6th Street in the south	SW Crescent St in the north		
	SW Hall Blvd	SW 6th Street in the south	SW Crescent St in the north		

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Limited Income (LI) = Yes

Note: Mobility Improvement proposed Signal/ITS improvements

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, exempt per 40 CFR 93.126, Table 2 - Air Quality
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable
RTP Constrained Project ID and Name:	<p>10664: Downtown Loop Complete Street: Watson - Millikan Way to 1st 12121: Downtown Loop Complete Street: Hall - Millikan Way to 1st 12122: Downtown Loop Complete Street: Watson Ave - 1st to 5th 12123: Downtown Loop Complete Street: Hall Boulevard - 1st to 5th</p>
RTP Project Description:	<p><u>10664:</u> Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12121:</u> Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12122:</u> Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12123:</u> Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SW Watson Ave = Major Arterial
Yes		SW Hall Blvd = Major Arterial
Yes	Transit	SW Watson Ave = Frequent Bus up to OR8/SW Canyon Rd
Yes		SW Hall Blvd = Frequent Bus up to OR8/SW Canyon Rd
No	Freight	SW Watson Ave = No designation
No		SW Hall Blvd = No designation
Yes	Bicycle	SW Watson Ave = Regional Bikeway
Yes		SW Hall Blvd = Regional Bikeway
Yes	Pedestrian	SW Watson Ave = Regional Pedestrian Corridor
Yes		SW Hall Blvd = Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SW Watson Ave	No designation
	No	SW Hall Blvd	No designation
Functional Classification	Yes	SW Watson Ave	Urban Minor Arterial
	Yes	SW Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SW Watson Ave	FHWA Functional Classification Code: 4 (Minor Arterial)
	Yes	SW Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable.
3a. If yes, is an amendment required to the UPWP? No. Not Applicable.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable

4. Applicable RTP Goals:

Goal #3 - Transportation Choices:

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Goal #5 - Safety and Security:

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Goal #9 - Equitable Transportation:

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCDS23	The fund type code represents federal funds. The code identifies the approved the Congressionally Direction Spending (CDS) funds from the approved Consolidated Appropriations Act of 2023. The federal funds will fund up to 89.73% of the project's cost and require a minimum match requirement of 10.27%.
Other	General local or state funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.



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

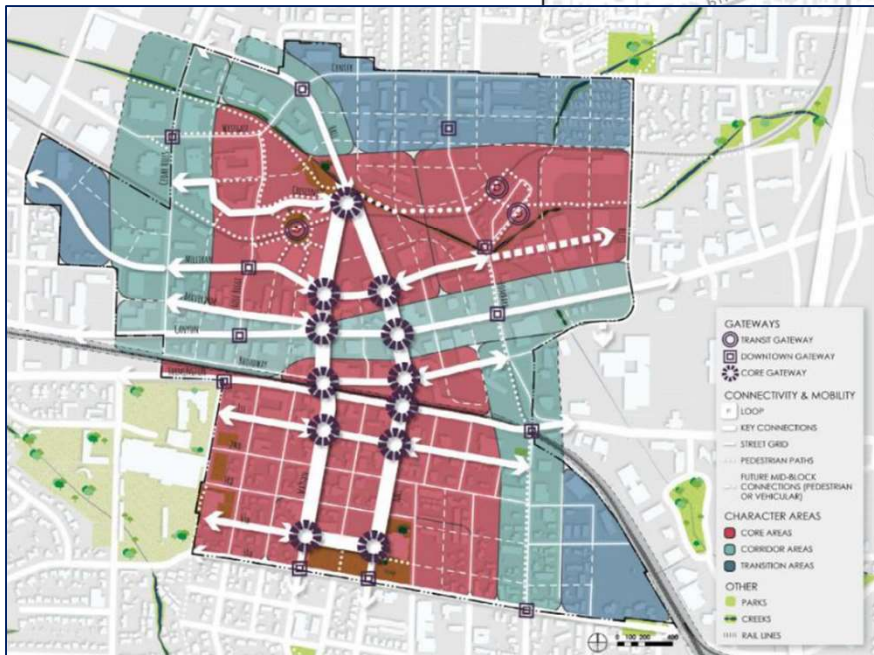
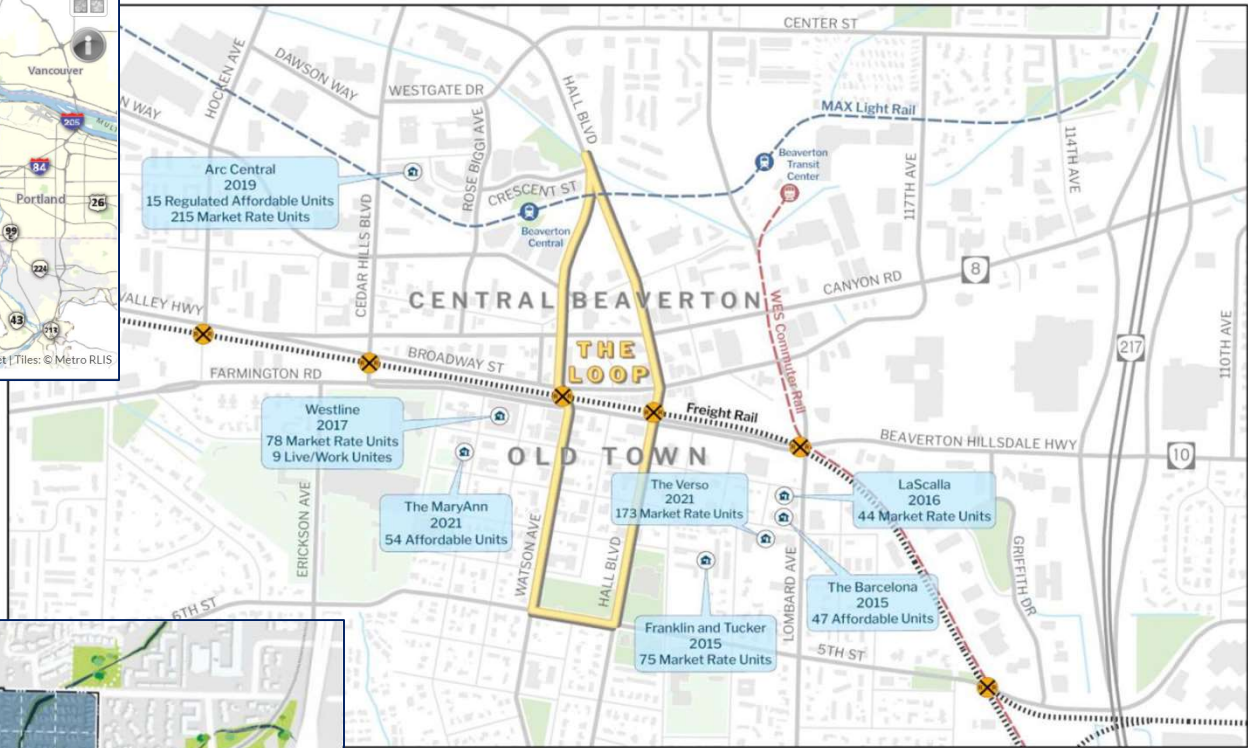
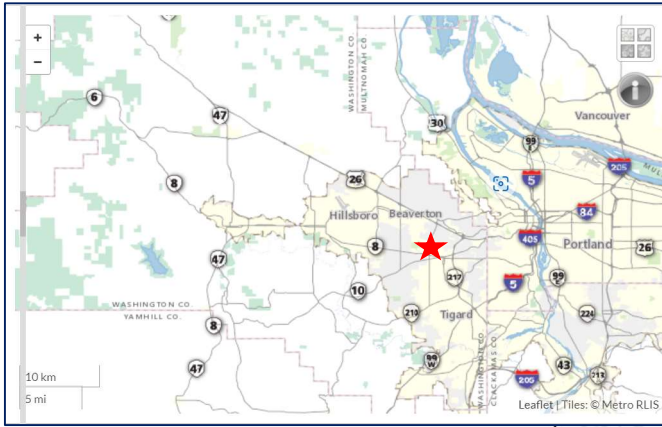
To: Brian R. Bezio Chief Financial Officer
 Division Administrator

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	10.84%	162,654.63	0.00%	0.00	0.00%	0.00	100.00%	162,654.63
	Y926	HIP - community project congressionally directed	89.16%	1,337,345.37	89.73%	1,200,000.00	0.00%	0.00	10.27%	137,345.37
	PE Totals		100.00%	1,500,000.00		1,200,000.00		0.00		300,000.00
CN	OTH0	OTHER THAN STATE OR	10.84%	379,527.47	0.00%	0.00	0.00%	0.00	100.00%	379,527.47
	Y926	HIP - community project congressionally directed	89.16%	3,120,472.53	89.73%	2,800,000.00	0.00%	0.00	10.27%	320,472.53
	CN Totals		100.00%	3,500,000.00		2,800,000.00		0.00		700,000.00
Grand Totals				5,000,000.00		4,000,000.00		0.00		1,000,000.00

The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriates a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2023. Of such amount, \$1,862,811,613 is set aside for "Community Project Funding / Congressionally Directed Spending." The project descriptions for the 562 projects can be found in the "Community Project Funding / Congressionally Directed Spending" table in the Joint Explanatory Statement incorporated by reference in Division L of the Consolidated Appropriations Act, 2023, and are also included in the attachment to this memo. With this memorandum, FHWA is allocating

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	3,178,686	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	





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new 2023 RAISE grant project award to the MTIP

Project #6

Project Details Summary							
ODOT Key #	23531	RFFA ID:	N/A	RTP ID:	10664, 12121 12122, 12123	RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0386	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP. The funding will support the completion of the Preliminary Engineering phase activities. This is the second Beaverton Downtown Loop projects being added through this amendment. The other project is the Congressionally Directed Spending (CDS) awarded project that is being programmed separately due to the obligation and delivery requirements through FHWA. The overall scope improvements are the same for both projects.

Project Name:	Beaverton Downtown Loop: Preliminary Design						
Lead Agency:	Beaverton	Applicant:	Beaverton		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)

MTIP Detailed Description (Internal Metro use only):
 In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, complete preliminary design activities to later construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2022 RAISE grant award)

STIP Description:
 Preliminary design project that will design wider sidewalks, protected bike lanes, new bus stops, and signal and intersection improvements along SW Hall Boulevard and SW Watson Street between SW Crecent Street and SW 5th Street. The project will create a corridor master plan, prepare preliminary construction plans for a future first phase project, and refine the project’s implementation strategy.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
	Active Trans - Bike	Protected Lanes	Capital Improvement
	Active Trans - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
	Active Trans - Transit Operations	Capital - Passenger Facilities	Capital Improvement

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACPO	2024		\$ 2,000,000					\$ 2,000,000
							\$ -		\$ -
Federal Totals:			\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 500,000					\$ 500,000
									\$ -
Local Totals:			\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost							\$ 2,500,000
Total Cost in Year of Expenditure:							\$ 2,500,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project contains only the raise grant funding for the PE phase					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Amended Phase Matching Percent:	N/A	20.00%	N/A	N/A	N/A	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	20.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	80.0%	0.0%	0.0%	0.0%	0.0%	80.0%
State	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	20.0%	0.0%	0.0%	0.0%	0.0%	20.0%
Total	0.00%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not			Not		Aid ID
Federal Funds Obligated:		Obligated			Obligated		
EA Number:		Yet			Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? Federal funds originate from the FFY 2022 FHWA discretionary RAISE grant funding program.
2. Does the amendment include changes or updates to the project funding? Yes, the project adds new approved RAISE funding to the MTIP. The specific fund code has not been identified. In the meantime, the project is being programmed using the Advance Construction fund type code.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per FHWA's 2022 RAISE Fact Sheet
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was required. However, FHWA approval of the FFY 2022 discretionary grant awards was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	SW Watson Ave	SW 6th Street in the south	SW Crescent St in the north		
	SW Hall Blvd	SW 6th Street in the south	SW Crescent St in the north		

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Limited Income (LI) = Yes

Note: Mobility Improvement proposed Signal/ITS improvements

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, exempt per 40 CFR 93.126, Table 2 - Air Quality
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable
RTP Constrained Project ID and Name:	<p>10664: Downtown Loop Complete Street: Watson - Millikan Way to 1st 12121: Downtown Loop Complete Street: Hall - Millikan Way to 1st 12122: Downtown Loop Complete Street: Watson Ave - 1st to 5th 12123: Downtown Loop Complete Street: Hall Boulevard - 1st to 5th</p>
RTP Project Description:	<p><u>10664:</u> Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12121:</u> Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12122:</u> Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p> <p><u>12123:</u> Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</p>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SW Watson Ave = Major Arterial
Yes		SW Hall Blvd = Major Arterial
Yes	Transit	SW Watson Ave = Frequent Bus up to OR8/SW Canyon Rd
Yes		SW Hall Blvd = Frequent Bus up to OR8/SW Canyon Rd
No	Freight	SW Watson Ave = No designation
No		SW Hall Blvd = No designation
Yes	Bicycle	SW Watson Ave = Regional Bikeway
Yes		SW Hall Blvd = Regional Bikeway
Yes	Pedestrian	SW Watson Ave = Regional Pedestrian Corridor
Yes		SW Hall Blvd = Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SW Watson Ave	No designation
	No	SW Hall Blvd	No designation
Functional Classification	Yes	SW Watson Ave	Urban Minor Arterial
	Yes	SW Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SW Watson Ave	FHWA Functional Classification Code: 4 (Minor Arterial)
	Yes	SW Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable.
3a. If yes, is an amendment required to the UPWP? No. Not Applicable.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable

4. Applicable RTP Goals:

Goal #3 - Transportation Choices:

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Goal #5 - Safety and Security:

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Goal #9 - Equitable Transportation:

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

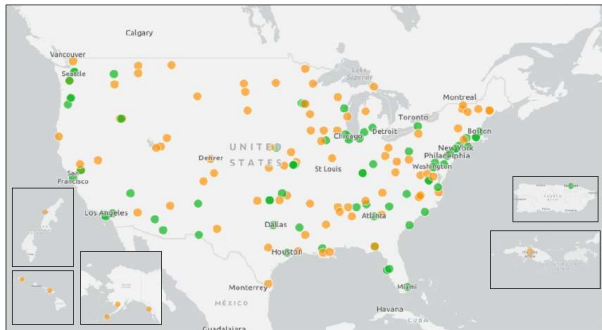
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund 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.



RAISE 2022 FACT SHEETS



BEAVERTON DOWNTOWN LOOP COMPLETE STREET PROJECT

RAISE AWARD AMOUNT: \$2,000,000

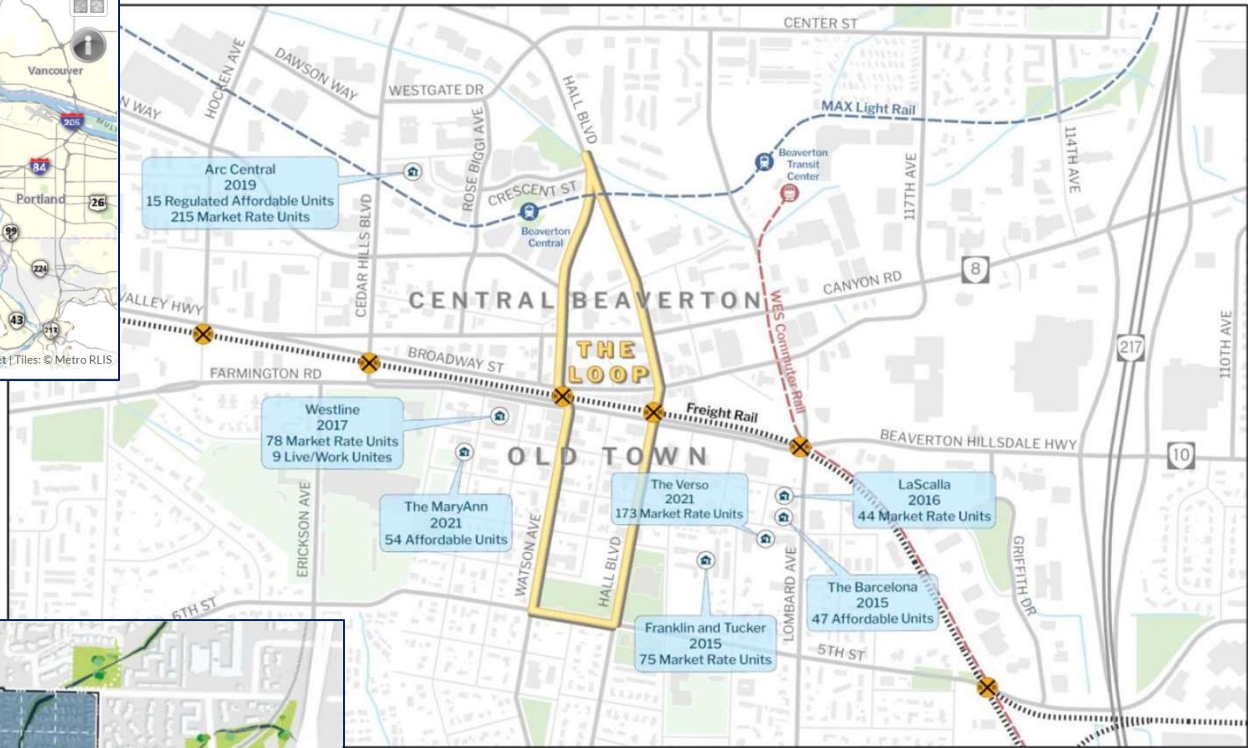
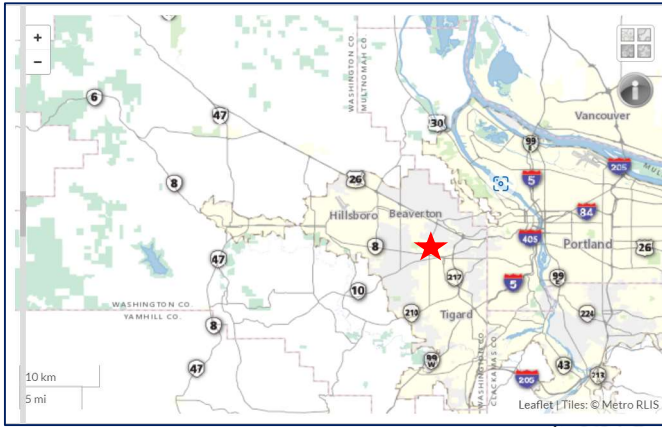
APPLICANT: CITY OF BEAVERTON

STATE: OREGON

URBAN

Project Description: This planning project will design wider sidewalks, protected bike lanes, new bus stops, and signal and intersection improvements along SW Hall Boulevard and SW Watson Street between SW Crescent Street and SW 5th Street. The project will create a corridor master plan, prepare preliminary construction plans for a future first phase project, and refine the project's implementation strategy.

Project Benefits: The project will reduce crashes by separating vehicle lanes from non-motorized traffic and improving access to existing transit. The project plans to address current vulnerabilities that threaten movement throughout the project corridor and includes future maintenance plans to keep the assets in a state of good repair. The project will collaborate with public and private entities, including substantial community outreach and equity considerations, and commits to creating opportunities for DBEs.





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new RAISE grant project
 award to the MTIP

Project #7

Project Details Summary							
ODOT Key #	23549	RFFA ID:	50462	RTP ID:	10806	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A-RAISE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0497		

Summary of Amendment Changes Occurring:
 The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction. The new Council Creek Trail project has two types of awarded federal funds: (1) the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA). Due to obligation requirements and delivery conditions for the RAISE funds, they re being programmed separately. Key 23254 contains the RFFA awarded funds portion. There is only one Council Creek Trail project, but two separate versions are being programmed in the MTIP and STIP due to the noted obligation and delivery conditions for the RAISE grant funds. Key 23254 (Metro RFFA portion) was added tot he 2024-27 MTIP as a placeholder. Now that we have clearer programming guidance for the RAISE grant, corrections (e.g. project name, limits, and description) will follow for the Metro RFFA portion so the two projects match up properly int eh MTIP and STIP

Project Name:	Council Creek Trail: Douglas St-Hatfield Gov't Ctr						
Lead Agency:	Washington County	Applicant:	Washington County	Administrator:	FHWA		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No & Yes	Delivery as Direct Recipient:	Yes		

Short Description:
 Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)

MTIP Detailed Description (Internal Metro use only):
 From Hillsboro to Forest Grove, design and construct new Council Creek Trail completing the trail segments and street crossings for this 6-mile commuter trail corridor for increased pedestrian and bicycle travel safety (parallel project to RFFA funded project in Key 23254) (FFY 2021 RAISE grant award)

STIP Description:
 Complete trail segments between street and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Off Street	Capital Improvement
	Active Trans - Pedestrian	Off Street	
	Active Trans - Trail/Multi-Use Path Operations	New Trail/Path	

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACPO	2024		\$ 1,993,829					\$ 1,993,829
ADVCON	ACPO	2024			\$ 104,571				\$ 104,571
ADVCON	ACPO	2025					\$ 10,101,600		\$ 10,101,600
									\$ -
Federal Totals:			\$ -	\$ 1,993,829	\$ 104,571	\$ -	\$ 10,101,600	\$ -	\$ 12,200,000

Note: The federal grant award are FHWA discretionary RAISE grant program funds. The Funding Responsibility is set up in the STIP as RAISE funds.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 498,457					\$ 498,457
Other	OTH0	2024		\$ 367,714					\$ 367,714
Local	Match	2024			\$ 26,143				\$ 26,143
Other	OTH0	2024			\$ 19,286				\$ 19,286
Local	Match	2025					\$ 2,525,400		\$ 2,525,400
Other	OTH0	2025					\$ 1,863,000		\$ 1,863,000
Local Totals:			\$ -	\$ 866,171	\$ 45,429	\$ -	\$ 4,388,400	\$ -	\$ 5,300,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000
Total Estimated Project Cost							\$ 24,000,000
Total Cost in Year of Expenditure:							\$ 24,000,000

Note: The total project cost estimate includes funds programmed in Key 23254 (RFFA awarded portion). The total project cost is an estimate and may change as preliminary design and cost refinements occur.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 498,457	\$ 26,143	\$ -	\$ 2,525,400	\$ -	\$ 3,050,000
Amended Phase Matching Percent:	N/A	20.0%	20.0%	N/A	20.00%	N/A	20.0%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,993,829	\$ 104,571	\$ -	\$ 10,101,600	\$ -	\$ 12,200,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 866,171	\$ 45,429	\$ -	\$ 4,388,400	\$ -	\$ 5,300,000
Total	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	69.71%	69.71%	0.0%	69.71%	0.0%	69.71%
State	0.0%	0.0%	0.00%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	30.29%	30.29%	0.0%	30.29%	0.0%	30.29%
Total	0.0%	100.00%	100.00%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.39%	0.60%	0.0%	57.72%	0.00%	69.71%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%	0.00%
Local	0.0%	4.95%	0.26%	0.0%	25.08%	0.00%	30.29%
Total	0.0%	16.34%	0.86%	0.0%	82.80%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not	Not		Not		Aid ID
Federal Funds Obligated:		Obligated	Obligated		Obligated		
EA Number:		Yet	Yet		Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? For this specific project portion, the new federal funds originate from a FFY 2021 RAISE Capital category grant
2. Does the amendment include changes or updates to the project funding? Yes, the amendment adds new RAISE grant funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the RAISE Grant Award Fact Sheets.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? FHWA approval was required for the award.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Council Creek Trail	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Council Creek Trail		Hatfield Government Center (Main Street in Hillsboro)		Douglas Street in Forest Grove	

Note: The project length is approximately 6 miles.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num Not Applicable
Last Amendment Action	Not Applicable. This amendment represents the initial MTIP programming for the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas: Yes in some regions. Therefore overall = Yes People of Color (POC) = Yes Limited English (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable.
RTP Constrained Project ID and Name:	ID# 10806 - Council Creek Regional Trail (East-West)
RTP Project Description:	Multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, and extending into the City of Forest Grove, with an additional short trail south in Cornelius. The project or a portion of the project is outside the designated urban growth boundary.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
Yes	Transit	Council Creek Trail is designated as a future HCT corridor in the Transit network.
Yes	Freight	Council Creek Trail is designated as a Branch Rail Line in the Freight network in the RTP.
Yes	Bicycle	Council Creek Trail is designated as a future Regional Bikeway in the Bicycle network.
Yes	Pedestrian	Council Creek Trail is designated as a future Pedestrian Parkway in the Pedestrian network.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Council Creek Trail	No designation on the NHS
Functional Classification	Yes	Council Creek Trail	No designation
Federal Aid Eligible Facility	Yes	Council Creek Trail	No designation

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not Applicable
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable
4. Applicable RTP Goal: Goal #3 - Transportation Choices: Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit. 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 MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be November 28, 2023 to December 29, 2023	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Not expected.	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.	
7. Added notes:	

Fund 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. Due to remaining questions involving the RAISE grant funds, Key 23549 is initially being programmed using Advance Construction funds until the remaining questions are resolved for the RAISE funds.
RAISE	RAISE funds are discretionary funds awarded from FHWA's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation (USDOT) to invest in road, rail, transit and port projects that promise to achieve national objectives.
Other	Local or state general funds committed to the project above the minimum match requirement. Also referred to as "overmatch" funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	87.14%	2,492,285.71	80.00%	1,993,828.57	0.00%	0.00	20.00%	498,457.14
	OTH0	OTHER THAN STATE OR	12.86%	367,714.29	0.00%	0.00	0.00%	0.00	100.00%	367,714.29
	PE Totals		100.00%	2,860,000.00		1,993,828.57		0.00		866,171.43
RW	ACPO	ADVANCE CONSTRUCT PR	87.14%	130,714.29	80.00%	104,571.43	0.00%	0.00	20.00%	26,142.86
	OTH0	OTHER THAN STATE OR	12.86%	19,285.71	0.00%	0.00	0.00%	0.00	100.00%	19,285.71
	RW Totals		100.00%	150,000.00		104,571.43		0.00		45,428.57
CN	ACPO	ADVANCE CONSTRUCT PR	87.14%	12,627,000.00	80.00%	10,101,600.00	0.00%	0.00	20.00%	2,525,400.00
	OTH0	OTHER THAN STATE OR	12.86%	1,863,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,863,000.00
	CN Totals		100.00%	14,490,000.00		10,101,600.00		0.00		4,388,400.00
Grand Totals				17,500,000.00		12,200,000.00		0.00		5,300,000.00

RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity





Award Locations
● Rural
● Urban

CAPITAL AWARDS

FY 2021

Urban, Capital

Council Creek Regional Trail Project

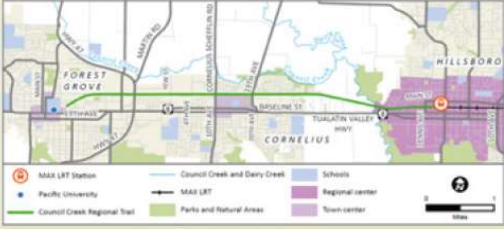
Washington County
Washington County, Oregon

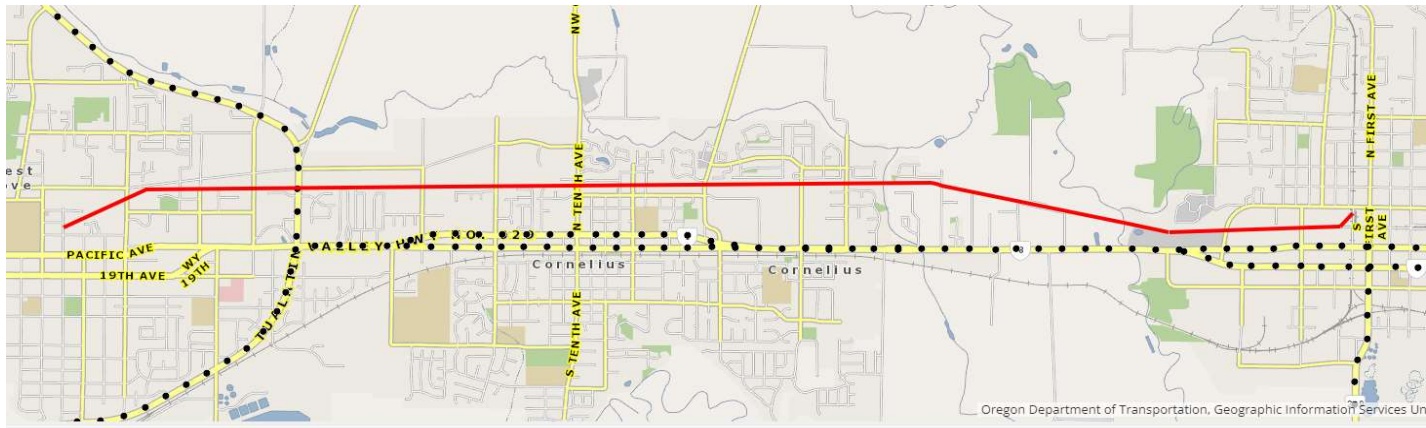
Grant Funding: \$12,200,000

Estimated Total Project Costs: \$16,500,000

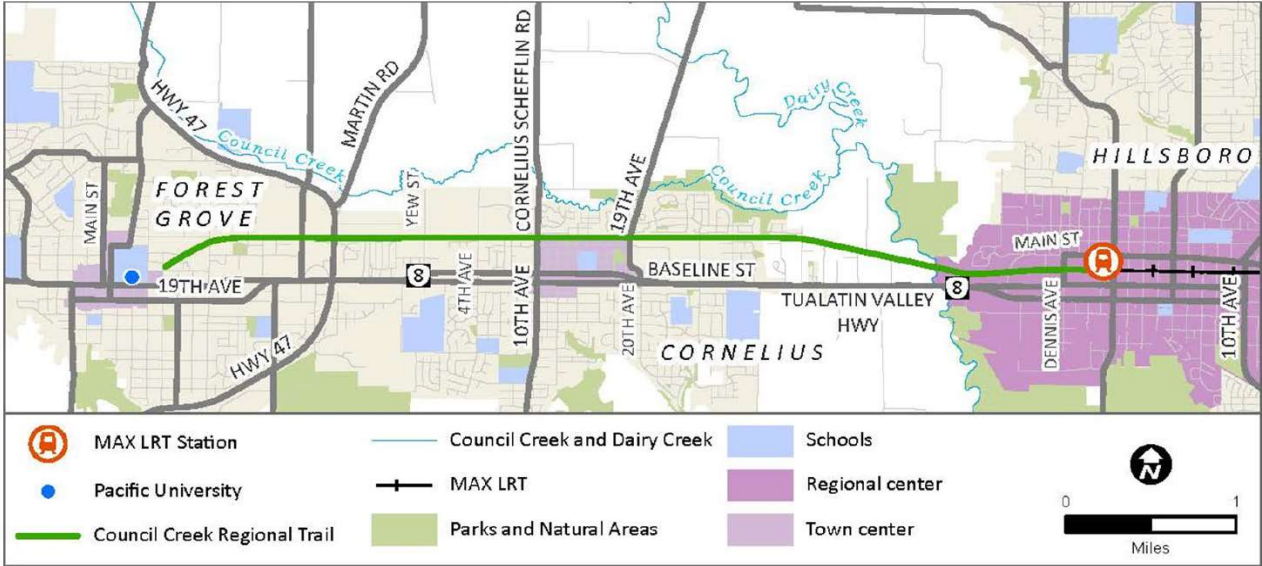
Description:
The project will construct an approximately 5.5-mile multi-use trail along an unused railroad right-of-way. The trail will extend from Hillsboro through Cornelius, to Forest Grove.

Benefits:
By constructing the six-mile-long, separated multi-use path the project will reduce the potential for conflicts between vehicular and active-transportation travelers and improve





→ Council Creek Regional Corridor





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new FFY 2023 CDS
 awarded project to the MTIP

Project #8

Project Details Summary							
ODOT Key #	23524	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	N/A
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0315		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP allowing follow-on federal delivery approval steps to then occur. The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area

Project Name:	Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)						
Lead Agency:	Sherwood	Applicant:	Sherwood		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	No	

Short Description:
 Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.

MTIP Detailed Description (Internal Metro use only):
 In the city of Sherwood between SW Oregon St and SW Dahlke Ln, design and construct a new east/west industrial collector Ice Age Dr, 1-through-lane in each direction to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support business relocation to the Sherwood's Tonquin Employment Area.

STIP Description:
 Planned one-mile east/west industrial collector road between SW Oregon Street and SW Dahlke Ln in Sherwood to ease traffic flow on SW Tualatin-Sherwood Road, improve access to I-5, and make it easier for companies to locate in Sherwood's Tonquin Employment Area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	Operations		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024					\$ 3,000,000		\$ 3,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 1,275,000					\$ 1,275,000
Other	OTH0	2024			\$ 199,000				\$ 199,000
Other	OTH0	2024				\$ 2,340,000			\$ 2,340,000
Local	Match	2024					\$ 343,363		\$ 343,363
Other	OTH0	2024					\$ 7,556,637		\$ 7,556,637
Other	OTH0	2024						\$ 179,000	\$ 179,000
Local Totals:			\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 7,900,000	\$ 179,000	\$ 11,893,000

Local funds note: UR and the Other phase will be combined in the MTIP due to only 1 Other phase being available for programming. The MTIP "Other" phase will reflect Utility Relocation and the Other phase funding combined together. This amount will be \$2,519,,000 of local funds.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000
Total Estimated Project Cost							\$ 14,893,000
Total Cost in Year of Expenditure:							\$ 14,893,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	N/A	N/A	N/A	\$ 343,363	N/A	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 7,900,000	\$ 179,000	\$ 11,893,000
Total	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.00%	0.00%	0.00%	27.52%	0.00%	20.14%
State	0.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.0%	100.00%	100.00%	100.00%	72.48%	100.00%	79.86%
Total	0.0%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.00%	0.00%	0.00%	20.14%	0.00%	20.14%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	8.56%	1.34%	15.71%	53.05%	1.20%	79.86%
Total	0.00%	8.56%	1.34%	15.71%	73.19%	1.20%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2023 Congressionally Directed Spending (CDS) federal funding along with local committed funds.
2. Does the amendment include changes or updates to the project funding? Yes. New federal CDS funds are being added to the MTIP affecting fiscal constraint.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per the USDOT March21, 2023 allocation memo.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval was required for the CDS
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Ice Age Drive		SW Oregon Street		SW Dahlke Lane

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	None Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
			X		X	X	Equity: All focus area categories are no within the project limits Economic prosperity is yes

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	The project is a capacity enhancing project. It is not exempt.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No and Yes: No. The project does not meet the exemption conditions as specified in 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 2 Yes. The exempt is under the modeling analysis requirement which does not apply because the new collector is not required to be modeled.
Exemption Reference:	Not Applicable
Was an air analysis required as part of RTP inclusion?	No
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Although the project is capacity enhancing, it is a collector level improvement which the Metro Motor Vehicle transportation model does not include or is sensitive to the type of improvement. Therefore, transportation demand management modeling analysis does not apply. The project is treated for programming purposes as n exempt project.
RTP Constrained Project ID and Name:	None. Not required
RTP Project Description:	None. Not required.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Ice Age Drive	No designation
Functional Classification	Yes	Ice Age Drive	No designation
Federal Aid Eligible Facility	Yes	Ice Age Drive	No designation

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not required**
- 3a. If yes, is an amendment required to the UPWP? **No. Not required**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **None. Not Applicable**
4. Applicable RTP Goals:
 - Goal #1: Vibrant Communities:**
Objective 1.1 2040 Growth Concept Implementation – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
 - Goal #2: Shared Prosperity:**
Objective 2.3 Access to Jobs and Talent – Attract new businesses and family wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
 - Goal #9 - Equitable Transportation:**
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCD523	The fund type code represents federal funds. The code identifies the approved the Congressionally Direction Spending (CDS) funds from the approved Consolidated Appropriations Act of 2023. The federal funds will fund up to 89.73% of the project's cost and require a minimum match requirement of 10.27%.
Other	General local or state funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.



Memorandum

Project Name: **Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)** (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	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%	1,275,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,275,000.00
	PE Totals			100.00%	1,275,000.00		0.00		0.00	1,275,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	199,000.00	0.00%	0.00	0.00%	0.00	100.00%	199,000.00
	RW Totals			100.00%	199,000.00		0.00		0.00	199,000.00
UR	OTH0	OTHER THAN STATE OR	100.00%	2,340,000.00	0.00%	0.00	0.00%	0.00	100.00%	2,340,000.00
	UR Totals			100.00%	2,340,000.00		0.00		0.00	2,340,000.00
CN	OTH0	OTHER THAN STATE OR	69.33%	7,556,636.58	0.00%	0.00	0.00%	0.00	100.00%	7,556,636.58
	Y926	HIP - community project congressionally directed	30.67%	3,343,363.42	89.73%	3,000,000.00	0.00%	0.00	10.27%	343,363.42
CN Totals			100.00%	10,900,000.00		3,000,000.00		0.00	7,900,000.00	
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	OT Totals			100.00%	179,000.00		0.00		0.00	179,000.00
Grand Totals						3,000,000.00		0.00		11,893,000.00

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

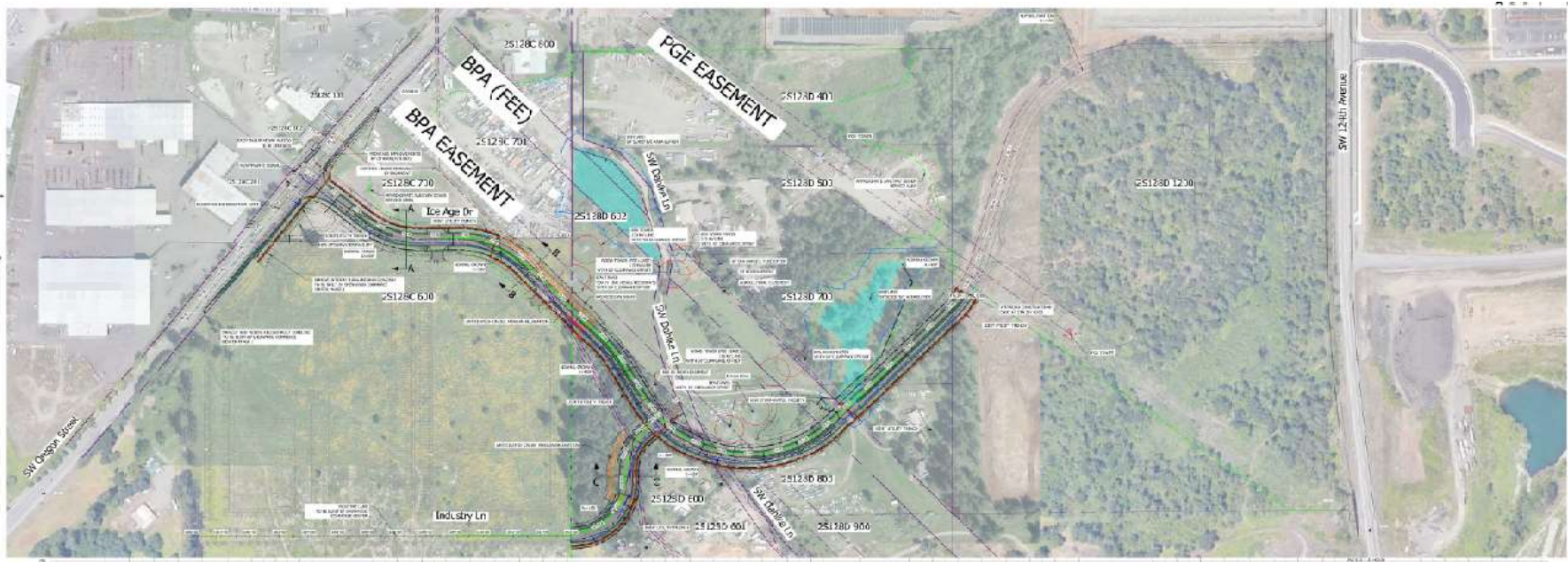
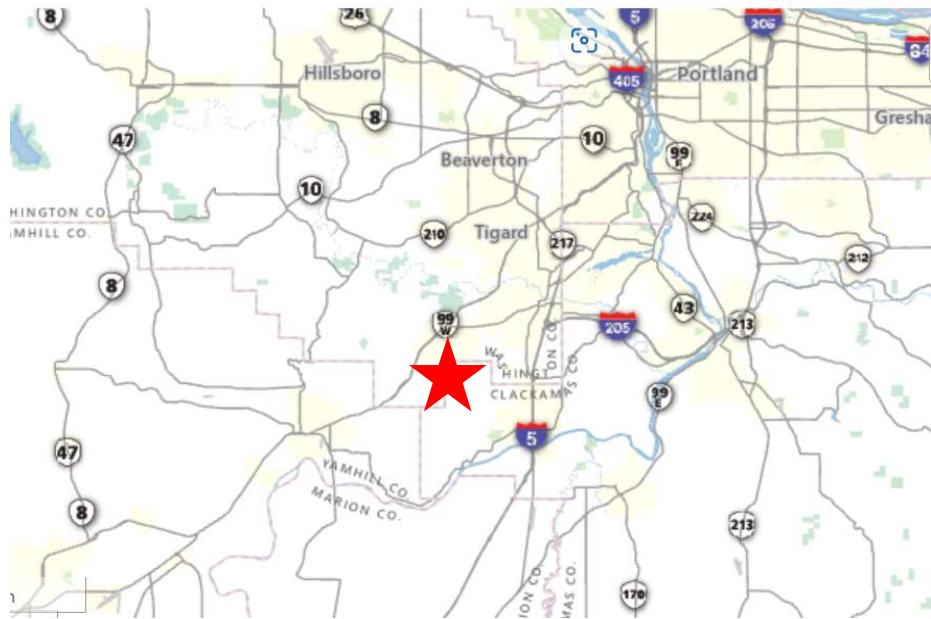
To: Brian R. Bezio Chief Financial Officer

Division Administrator

The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriates a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the

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	
		<i>Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project</i>					
OR	OR206	<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	





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT CRP funded project to the MTIP

Project #9

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal MTIP amendment adds the new OTC approved ODOT Statewide Carbon Reduction Program (CRP) funded project to the MTIP. The project funding will support the procurement of three replacement full-sized electric powered, zero emissions buses to replace fixed-route TriMet buses.

Project Name:	TriMet Zero Emission Buses Procurement						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes		

Short Description:
 Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)

MTIP Detailed Description (Internal Metro use only):
 Purchase 3 full-sized, electric powered, zero emissions, fixed route, replacement buses supporting climate GHG reduction strategies for existing bus lines serving the area of the I-205 toll project and surrounding travel shed (ODOT Statewide CRP Funding)

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles Replacement	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y600	2025						\$ 3,000,000	\$ 3,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
STIF (TriMet STIF)	Match	2025						\$ 343,363	\$ 343,363
Other (TriMet STIF)	OTH0	2025						\$ 32,616	\$ 32,616
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,979	\$ 375,979
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979
Total Estimated Project Cost									\$ 3,375,979
Total Cost in Year of Expenditure:									\$ 3,375,979

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,979	\$ 375,979
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	88.86%	88.86%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	88.86%	88.86%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Estimated based on delivery of the first bus to TriMet							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	ODOT Statewide Carbon Program
2. Does the amendment include changes or updates to the project funding?	Yes. The funding is new to the 2024-27 MTIP
3. Was proof-of-funding documentation provided to verify the funding change?	Yes. The OTC Staff Report contained project awards.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	Yes. OTC approval on July 11, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Note:					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. The formal amendment represents the initial project programming in the MTIP						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes It is possible once the bus delivery occurs and the route assignments occur, the Equity performance measure will apply
	X	X		Possible	X		
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	X				X		X
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
					X		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
							X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No. Replacement bus purchases do not change the fleet size.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2 - Mass Transit
Exemption Reference:	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. The project is not capacity enhancing. No modeling analysis is required
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles Phase 1
RTP Project Description:	Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No. Not Applicable
Yes	Transit	Multiple - with Frequent Bus as the most common designation
No	Freight	No. Not Applicable
No	Bicycle	No. Not Applicable
No	Pedestrian	No. Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Various	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4. Applicable RTP Goals: <u>Goal 7: Healthy People</u> Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions. <u>Goal 8: Climate Leadership:</u> Objective 8.4 Low and No Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, nor does the total project cost exceed \$100 million dollars.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	A federal funding program from the IIJA/BIL Legislation supporting projects that reduce carbon emissions generated from transportation system. The program is similar in logic to CMAQ program funds. The Carbon funds require a minimum match of 10.27%
STIF	STIF funds originate as a specialized type of state funds. The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. For this specific project TriMet is using a portion of their STIF funds as the minimum match and overmatch requirement to the federal Carbon program funds to fund the project.
Other	General funds committed by the lead agency above the minimum match requirement. Also referred to as "overmatch".



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: August 31, 2023
TO: Oregon Transportation Commission
Kristopher W. Strickler
FROM: Kristopher W. Strickler
Director
SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

Requested Action:
Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration.

STATEWIDE CARBON REDUCTION PROJETS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new TSMO awarded project to the MTIP

Project #10

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO study is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.

Project Name:	TSMO Accessibility Routable Sidewalk Data Collection Region-wide		
Lead Agency:	Metro	Applicant:	Metro
Administrator:	Metro		

Short Description:
 Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.

MTIP Detailed Description (Internal Metro use only):
 A Metro TSMO region-wide project study effort that will evaluate historical investments in sidewalk connectivity in a sharper resolution to collect and apply the data to travel tools and address mobility plus accessibility barriers to determine the most barrier-free travel route for people with disabilities.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Multi-agency agreements, plans, policy development	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 1,015,481						\$ 1,015,481
									\$ -
Federal Totals:			\$ 1,015,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,481
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 116,226						\$ 116,226
									\$ -
Local Totals:			\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Total Estimated Project Cost									\$ 1,131,707
Total Cost in Year of Expenditure:									\$ 1,131,707

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,015,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,481
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Total	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not obligated						Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	Metro TSMO program awarded STBG-U.
2. Does the amendment include changes or updates to the project funding?	No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).
3. Was proof-of-funding documentation provided to verify the funding change?	Yes.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes.

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	No	N/A: Region-wide planning project	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street		Cross Street
Not Applicable		Not Applicable	Not Applicable		Not Applicable

Note: The TSMO award supports a region-wide planning project effort.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2, Other category
Exemption Reference:	Planning and technical studies.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.

RTP Constrained Project ID and Name:	11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable
No	Transit	Not applicable
No	Freight	Not applicable
No	Bicycle	Not applicable
No	Pedestrian	Not applicable
Notes:	The project is considered a planning project. Specific location references to the Metro networks is not applicable.	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Region-wide	Not applicable
Functional Classification	N/A	Region-wide	Not applicable
Federal Aid Eligible Facility	N/A	Region-wide	Planning study - not applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? Yes
3a. If yes, is an amendment required to the UPWP? The project will be included in the SFY25 UPWP update
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro funded Stand alone
4. Applicable RTP Goals: <u>Goal 11: Transparency and Accountability</u> 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. <u>Goal 9: Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million dollars.

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? November 28, 2023 to December 29, 2023	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Not expected	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not Expected	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

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.

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>	

Project Location: The TSMO planning study is Metro MPA region-wide





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new TSMO awarded project to the MTIP

Project #11

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new awarded Transportation Systems Management and Operations (TSMO) project to the MTIP. The TSMO Program Plus project is a two-year planning study and falls under the Metro UPWP for implementation and management. Due to the planning elements, the project is required to be programmed as a stand-alone project in the MTIP and STIP. TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The project is an approved project from the Metro SFY 24 UPWP.

Project Name:	Transportation Systems Management & Operations (TSMO) Program Plus						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Note: Metro is certified for consultant selection for planning projects.

Short Description:
 Complete various Metro region-wide TSMO/ITS planning activities to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

MTIP Detailed Description (Internal Metro use only):
 Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	System Planning	None	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2024	\$ 285,880						\$ 285,880
									\$ -
Federal Totals:			\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 32,720						\$ 32,720
									\$ -
Local Totals:			\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Total Estimated Project Cost							\$ 318,600
Total Cost in Year of Expenditure:							\$ 318,600

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Total	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.00%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro TSMO program awarded STBG-U.
2. Does the amendment include changes or updates to the project funding? No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).
3. Was proof-of-funding documentation provided to verify the funding change? Yes.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was required. Metro Council approval of the SFY 2024 UPWP was required for this project.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides			
			X				
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service			
	X	X	X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2, Safety
Exemption Reference:	Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.

RTP Constrained Project ID and Name:	11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.

- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
- Goal 4: Reliability and Efficiency:**
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- Goal 5: Safety and Security:**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- Goal 9: Equitable Transportation:**
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	November 28, 2023 to December 29, 2023
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	Not Expected

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

Memo

Date: Jan. 2, 2020
 To: TPAC and Interested Parties
 From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
 Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose
 Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).



Lead agency	Project name	Project type	TSMO Federal Portion
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880



DISCUSSION DRAFT

2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2023

oregonmetro.gov

Transportation System Management and Operations (TSMO) Program Plus

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

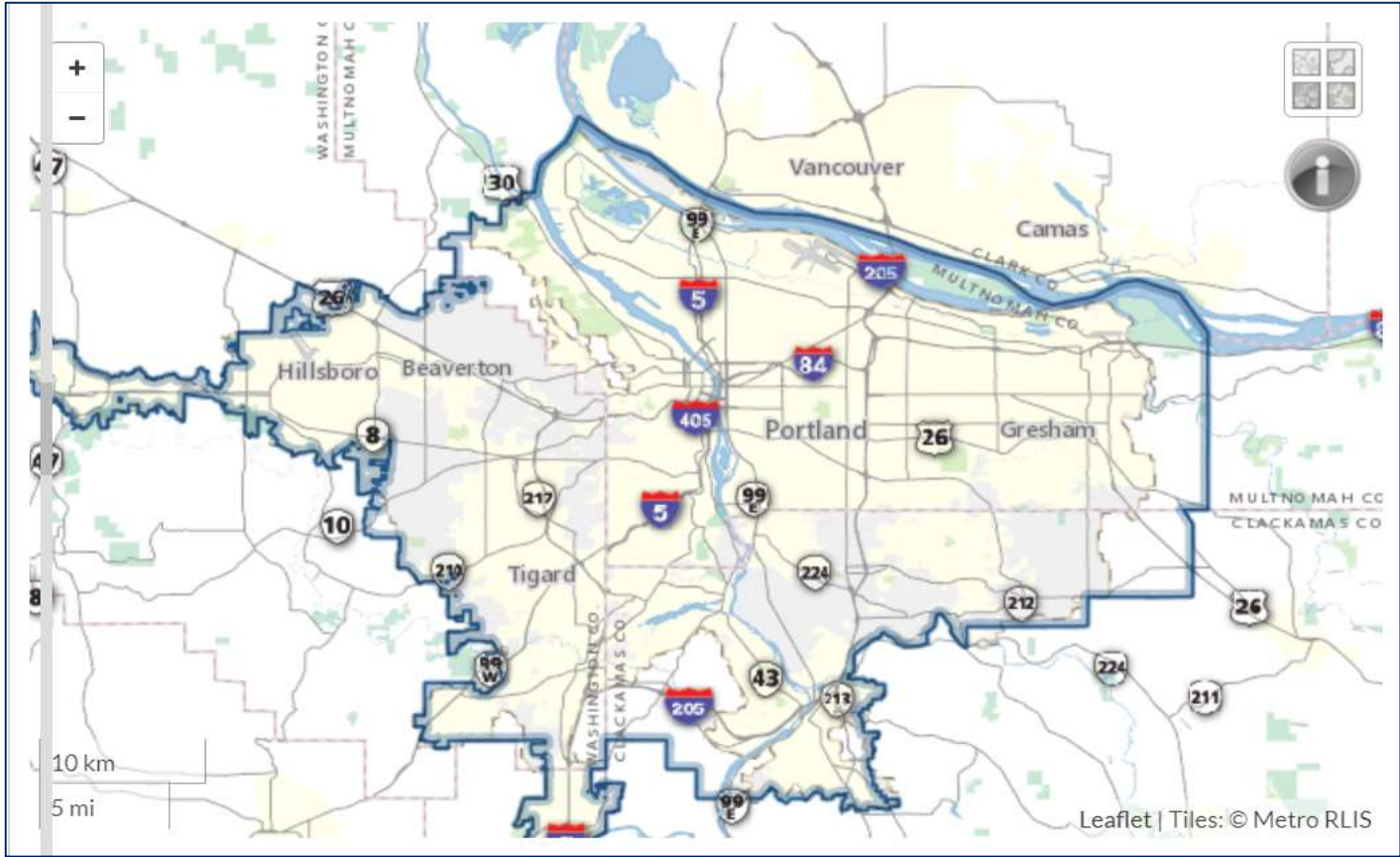
Description

TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The 2019 TSMO solicitation process recommended funding for tasks that include:

- planning support to extend the 2021 TSMO Strategy to city, county and related state planning efforts;
- operator agreement development (e.g., IGAs) to apply mutually agreed upon policies across multiple operators, for data sharing agreements and similar efforts called for by the 2021 TSMO Strategy;
- research based on performance measures identified in Chapter 4 of the 2021 TSMO Strategy, fulfilling data needs outlined by the TSMO Equity Tree and data analysis or predictive modeling, to understand performance of different operations scenarios;
- training, supportive of the skills desired by TSMO partners; and,
- communications supportive of TSMO partners implementing the 2021 TSMO Strategy, highlighting solutions and outcomes.

These are one-time funds that will produce deliverables in each of these tasks including capacity to support cities, counties and state planning efforts to utilize the 2021 TSMO strategy. New operator agreements will be drafted, performance measures that do not yet have data sources will be completed and featured in 2021 TSMO Strategy quarterly progress reports, several trainings will be offered, and communications will be made more accessible based on stakeholder input (e.g., one-pagers translated into multiple languages, slide deck, interactive web site and storytelling with data).

Project location is region wide across the Metro MPA boundary





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new TSMO awarded project to the MTIP

Project #12

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new awarded TSMO project to the MTIP. The project was initially awarded as the TSMO Program Investments and ITS Architecture update. However, the equipment purchase portion had to be split off as a stand alone project due to potential delivery conflicts between planning activities and equipment procurement requirements. As a result, the TSMO Program Investments Evaluation & ITS Architecture Update project will progress as a separate stand-alone project in the MTIP and STIP that also is covered under the SFY 2025 UPWP. The funding award dates back to the TransPort Subcommittee approval recommendations last April for the new TSMP project funding call.

Project Name:	TSMO Program Investments Evaluation & ITS Architecture Update						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Note: Metro is now a certified agency for consultant selection through the ODOT Certified Program.

Short Description:
 Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update

MTIP Detailed Description (Internal Metro use only):
 Across the Metro MPA region Complete various TSMO program update activities including the ITS Architecture update among regional stakeholders,), developing a coordination standard for deploying Next Gen TSP throughout the region, complete a progress evaluation made on the 2021 TSMO Strategy, and the TSMO system completeness evaluation.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 240,771						\$ 240,771
									\$ -
Federal Totals:			\$ 240,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,771

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 27,557						\$ 27,557
									\$ -
Local Totals:			\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Total Estimated Project Cost							\$ 268,328
Total Cost in Year of Expenditure:							\$ 268,328

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 240,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,771
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Total	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro TSMO program awarded STBG-U.
2. Does the amendment include changes or updates to the project funding? No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).
3. Was proof-of-funding documentation provided to verify the funding change? Yes.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval required, but TransPort approval was required with concurrence from TPAC.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2, Safety
Exemption Reference:	Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.

RTP Constrained Project ID and Name:	11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.

- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
- Goal 4: Reliability and Efficiency:**
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- Goal 5: Safety and Security:**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- Goal 9: Equitable Transportation:**
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	November 28, 2023 to December 29, 2023
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	Not Expected

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

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.

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>	

Added Note:

The authorized \$240,77 of federal STBG-U funds originates from the original approved TSMO Program Investments project. The TransPort Subcommittee then approved the ITS Equipment portion to be split off from the TSMO program investment project. The TSMO Program Investments Evaluation & ITS Architecture Update is now being programmed in the MTIP and STIP as a stand-alone separate planning project with Metro as lead agency.

TransPort Action Requested

Project	Total project	Federal amount	Local match	Project Management
TSMO Program Investments and ITS Architecture Update Four tasks: 1. Update ITS Architecture 2. Replace ITS Network equipment 3. Coordinate Next Gen Transit Signal Priority projects 4. Evaluate progress on the 2021 TSMO Strategy	\$431,707	\$387,371	\$44,336	Metro (Unified Planning Work Program (UPWP))

Split into two projects

Project	Estimated Total project*	Estimated Federal amount*	Estimated Local match*	Project Management
TSMO Program Investments and ITS Architecture Update Three tasks: 1. Update ITS Architecture 2. Coordinate Next Gen Transit Signal Priority projects 3. Evaluate progress on the 2021 TSMO Strategy	\$268,328	\$240,771	\$ 27,557	Metro (UPWP)
ITS Network Equipment	\$163,379	\$146,600	\$16,779	ODOT (Kate Freitag, Mahasti Hastings)

*Requested action is to split projects with estimated totals, allowing for future refinement (up to \$20,000).

Project Location Map (Region Wide Application)





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new TSMO awarded project to the MTIP

Project #13

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new awarded TSMO project to the MTIP. The ITS Network Equipment Upgrade Purchase is a regionwide TSMO improvement project to upgrade the existing regional ITS network. The TransPort Subcommittee approved the funding for the replacement equipment purchase and authorized the procurement to proceed through ODOT as lead agency for Metro. The new TSMO funded project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.

Project Name:	ITS Network Equipment Upgrade Purchase						
Lead Agency:	ODOT	Applicant:	Metro		Administrator:	ODOT	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A		Delivery as Direct Recipient:	Yes	

Short Description:
 Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.

MTIP Detailed Description (Internal Metro use only):
 Across the Metro MPA region, pass through funding to ODOT for Metro and the TSMO program to complete an ITS replacement equipment upgrade purchase at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 146,600	\$ 146,600
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 16,779	\$ 16,779
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Total Estimated Project Cost									\$ 163,379
Total Cost in Year of Expenditure:									\$ 163,379

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro TSMO program awarded STBG-U.
2. Does the amendment include changes or updates to the project funding? No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).
3. Was proof-of-funding documentation provided to verify the funding change? Yes.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval required, but TransPort approval was required with concurrence from TPAC.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides			
			X				
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service			
	X	X	X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2, Safety
Exemption Reference:	Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.

RTP Constrained Project ID and Name:	11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.

- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
- Goal 4: Reliability and Efficiency:**
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- Goal 5: Safety and Security:**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- Goal 9: Equitable Transportation:**
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	November 28, 2023 to December 29, 2023
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	Not Expected

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

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.

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>	

Added Note:

The authorized \$146,600 of federal STBG-U funds originates from the original approved TSMO Program Investments project. The TransPort Subcommittee then approved the ITS Equipment portion to be split off from the TSMO program investment project. TransPort also approved ODOT to deliver the project as lead agency for Metro. The TSMO Equipment Purchase is now being programmed in the MTIP and STIP as a stand-alone separate project with ODOT as lead agency.

TransPort Action Requested

Project	Total project	Federal amount	Local match	Project Management
TSMO Program Investments and ITS Architecture Update Four tasks: 1. Update ITS Architecture 2. Replace ITS Network equipment 3. Coordinate Next Gen Transit Signal Priority projects 4. Evaluate progress on the 2021 TSMO Strategy	\$431,707	\$387,371	\$44,336	Metro (Unified Planning Work Program (UPWP))

Split into two projects

Project	Estimated Total project*	Estimated Federal amount*	Estimated Local match*	Project Management
TSMO Program Investments and ITS Architecture Update Three tasks: 1. Update ITS Architecture 2. Coordinate Next Gen Transit Signal Priority projects 3. Evaluate progress on the 2021 TSMO Strategy	\$268,328	\$240,771	\$ 27,557	Metro (UPWP)
ITS Network Equipment	\$163,379	\$146,600	\$16,779	ODOT (Kate Freitag, Mahasti Hastings)

*Requested action is to split projects with estimated totals, allowing for future refinement (up to \$20,000).

Project location is region wide across the Metro MPA boundary





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #14

Project Details Summary							
ODOT Key #	23505	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	N/A
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0110	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project is not a component of the Metro Bicycle or Pedestrian commuter trail networks. It is not considered a commuter trail. The project is not considered regionally significant and tied to the goals and strategies of the Metro Regional Transportation Plan (RTP). It is being programmed in the MTIP to meet FHWA compliance for later fund phase obligation requirements through FHWA's Fiscal Management Information System (FMIS) system.

Project Name:	Columbia View Park Path (Gresham)						
Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.

MTIP Detailed Description (Internal Metro use only):
 in the city of Gresham at NE Hassalo Street and the 169th Ave intersection east to 172nd Ave, construct an approximately 800 foot new multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.

STIP Description: Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 62,170					\$ 62,170
TA-S (State TAP)	Y300	2025			\$ 5,384				\$ 5,384
TA-S (State TAP)	Y300	2025					\$ 704,303		\$ 704,303
Federal Totals:			\$ -	\$ 62,170	\$ 5,384	\$ -	\$ 704,303	\$ -	\$ 771,857

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,116					\$ 7,116
Local	Match	2025			\$ 616				\$ 616
Local	Match	2025					\$ 80,611		\$ 80,611
Local Totals:			\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Total Estimated Project Cost							\$ 860,200
Total Cost in Year of Expenditure:							\$ 860,200
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 62,170	\$ 5,384	\$ -	\$ 704,303	\$ -	\$ 771,857
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343
Total	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	7.23%	0.63%	0.0%	81.88%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.83%	0.07%	0.0%	9.37%	0.0%	10.27%
Total	0.0%	8.05%	0.70%	0.0%	91.2%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	NE Hassalo Street		NE 169th Ave		NE 172nd Ave

Note: Project limit latitudes: Beginning of 45.5307695, -122.48926 latitude and longitude to end points of 45.5307999, -122.4861518 latitude and longitude.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
N/A							The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.
RTP Constrained Project ID and Name:	None. Not Applicable.
RTP Project Description:	Not Applicable.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
No	Motor Vehicle	No designation. NE Hassalo terminates at 169th Ave
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

Existing Street Layout at Columbia View Park in Gresham

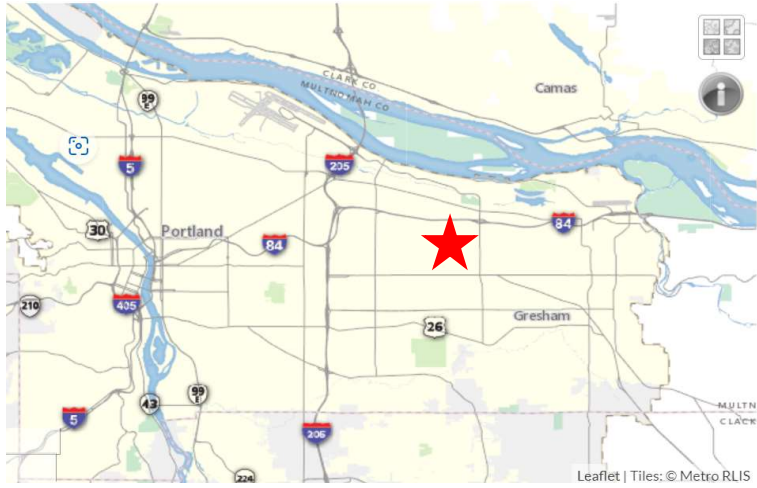


National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation.
Functional Classification	No	Not Applicable	No designation
Federal Aid Eligible Facility	No	Not Applicable	No designation

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.
4. Applicable RTP Goals: Not applicable
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. Not Applicable.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be November 28, 2023 to December 29, 2023.
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.



- Columbia View Park Path
- Path on School Property
- Planned Bike Route for All #3



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

Key Number: 23505

2024-2027 STIP

Project Name: Columbia view Park Path (Gresham)

(PENDING AMENDMENT)

DATE: June 28, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:
Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IIIA	100.00%	69,286.00	89.73%	62,170.33	0.00%	0.00	10.27%	7,115.67
	PE Totals		100.00%	69,286.00		62,170.33		0.00		7,115.67
RW	Y300	TAP transportation alternatives program flex IIIA	100.00%	6,000.00	89.73%	5,383.80	0.00%	0.00	10.27%	616.20
	RW Totals		100.00%	6,000.00		5,383.80		0.00		616.20
CN	Y300	TAP transportation alternatives program flex IIIA	100.00%	784,913.49	89.73%	704,302.87	0.00%	0.00	10.27%	80,610.62
	CN Totals		100.00%	784,913.49		704,302.87		0.00		80,610.62
Grand Totals				860,199.49		771,857.00		0.00		88,342.49

Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #15

Project Details Summary							
ODOT Key #	23510	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	N/A
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0115	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project is not a component of the Metro Bicycle or Pedestrian commuter trail networks. It is not considered a commuter trail. The project is not considered regionally significant and tied to the goals and strategies of the Metro Regional Transportation Plan (RTP). It is being programmed in the MTIP to meet FHWA compliance for later fund phase obligation requirements through FHWA's Fiscal Management Information System (FMIS) system.

Project Name:	North Gresham Park Path						
Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

MTIP Detailed Description (Internal Metro use only):
 In the city of Gresham between 214th Ave and 217th Ave near North Gresham Elementary School and Park, construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access (FFY 2022 ODOT OCP funding award)

STIP Description: Construct an approximately 1,400 foot Multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 62,811					\$ 62,811
TA-S (State TAP)	Y300	2025					\$ 558,938		\$ 558,938
Federal Totals:			\$ -	\$ 62,811	\$ -	\$ -	\$ 558,938	\$ -	\$ 621,749

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,189					\$ 7,189
Local	Match	2025					\$ 63,973		\$ 63,973
Local Totals:			\$ -	\$ 7,189	\$ -	\$ -	\$ 63,973	\$ -	\$ 71,162

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 70,000	\$ -	\$ -	\$ 622,911	\$ -	\$ 692,911
Total Estimated Project Cost							\$ 692,911
Total Cost in Year of Expenditure:							\$ 692,911
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 70,000	\$ -	\$ -	\$ 622,911	\$ -	\$ 692,911
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 7,189	\$ -	\$ -	\$ 63,973	\$ -	\$ 71,162
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 62,811	\$ -	\$ -	\$ 558,938	\$ -	\$ 621,749
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 7,189	\$ -	\$ -	\$ -	\$ -	\$ 7,189
Total	\$ -	\$ 70,000	\$ -	\$ -	\$ 558,938	\$ -	\$ 628,938
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	25th Street		214th Ave		217th Ave

Note: Project limit latitudes: Beginning of 45.5163848, -122.4426249 and end of 45.5145687, -122.4390905. Project trail is approx. 1,400 feet.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
N/A							The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.
RTP Constrained Project ID and Name:	None. Not Applicable.
RTP Project Description:	Not Applicable.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	North Gresham Park	No designation
Functional Classification	No	North Gresham Park	No designation
Federal Aid Eligible Facility	No	North Gresham Park	No designation

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**

- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **None. Not Applicable.**
- 4. Applicable RTP Goals: **Not applicable**
- 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. Not Applicable.**

Public Notification/Opportunity to Comment Consistency Requirement

- 1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
- 2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
- 3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
- 4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
- 5. Did the project amendment result in a significant number of comments? **Not expected.**
- 6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IJA	100.00%	70,000.00	89.73%	62,811.00	0.00%	0.00	10.27%	7,189.00
	PE Totals		100.00%	70,000.00		62,811.00		0.00		7,189.00
CN	Y300	TAP transportation alternatives program flex IJA	100.00%	622,910.94	89.73%	558,938.00	0.00%	0.00	10.27%	63,972.94
	CN Totals		100.00%	622,910.94		558,938.00		0.00		63,972.94
Grand Totals				692,910.94		621,749.00		0.00		71,161.94



- North Gresham Park Path
- - - Gresham Greenway #11



DATE: June 28, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:

Approve the Public Transportation Division’s (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #16

Project Details Summary

ODOT Key #	23520	RFFA ID:	N/A	RTP ID:	12195	2023 RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0125	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This project will construct segments of the multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.

Project Name:	Clackamas River Trail (Happy Valley)						
Lead Agency:	Happy Valley	Applicant:	Happy Valley	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

MTIP Detailed Description (Internal Metro use only):
 In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail (approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.

STIP Description:
 Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	Off-Street	Capital Improvement
	Active Trans - Bike	Two-way Separated Lanes	
	Bike/Ped		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 258,019						\$ 258,019
Federal Totals:			\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 29,532						\$ 29,532
Local Totals:			\$ 29,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,532

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551

Total Estimated Project Cost \$ 3,500,000

Total Cost in Year of Expenditure: \$ 3,500,000

Note: The estimated total project cost for the new multi-use trail is sourced from the new draft 2023 RTP cost estimate.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Total	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Clackamas River Trail		OR212		Springwater Rd Bridge
Note: Project limit latitudes: Beginning of 45.40953, -122.50592 latitude and longitude with endpoints of 45.39457, -122.49678 latitude and longitude. Length = 6,250'.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas = No
					X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.
RTP Constrained Project ID and Name:	ID# 12195 (2023 RTP) - Clackamas River Trail: North Carver
RTP Project Description:	Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.

--

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Major Arterial
No	Transit	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Regional Bus
No	Freight	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Roadway Connector
No	Bicycle	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Bicycle Parkway
Yes	Pedestrian	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Pedestrian Parkway

Note: While the proposed Clackamas River Trail is a new commuter trail, the current network designations for OR224, which is parallel to the new trail, reflects the need and justification for the trail. They are included for this purpose.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR224	No designation
Functional Classification	No	Clackamas River Tr	No designation
	No	OR224	Minor Arterial
Federal Aid Eligible Facility	No	Clackamas River Tr	No designation
	No	OR224	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.

4. Applicable RTP Goals:

Goal #3: Transportation Choices:

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Goal #5: Safety and Security

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel

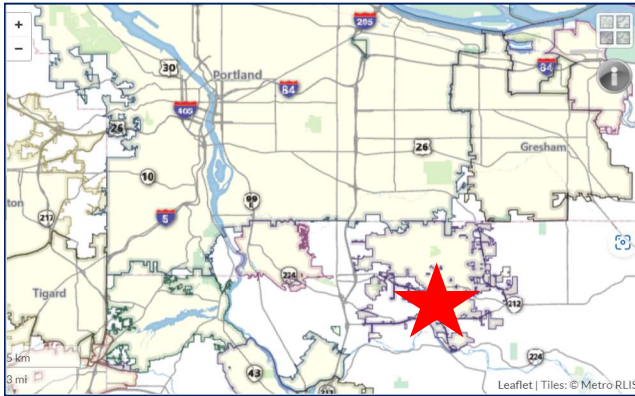
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.



CLACKAMAS RIVER TRAIL PROJECT

DESCRIPTION

The City seeks to complete project refinement for 6,250 linear feet of trailway (Segments A, B, D1, D2) between the OR Hwy. 212/224 interchange and Springwater Bridge. Dollars awarded through OCPP will leverage a planned regional investment (Segment C, 1,450 linear feet), to prepare for a total trail of 7,700 feet. The resulting pathway will function as regional trail and a multiuse path, separated from motor vehicle traffic and connecting regional destinations.

LEGEND

- Future Riverfront Park (City property)
- City/Metro Investment (2023-2024)
- OCPP Grant Proposal (2023-2025)
- A Route Segment



DATE: June 28, 2023
TO: Oregon Transportation Commission
Kristopher W. Strickler
FROM: Kristopher W. Strickler
 Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:
 Approve the Public Transportation Division’s (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex IIIA	100.00%	287,550.39	89.73%	258,019.00	0.00%	0.00	10.27%	29,531.39
	PL Totals		100.00%	287,550.39		258,019.00		0.00		29,531.39
PE	Y300	TAP transportation alternatives program flex IIIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals						287,550.39		258,019.00		0.00

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	Fund
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	Fund
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	Fund
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	Fund
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	Fund
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	Fund
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	Fund
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	Fund
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	Fund



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #17

Project Details Summary							
ODOT Key #	23509	RFFA ID:	N/A	RTP ID:	10766	2018 RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0114		

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project proposes three crossing safety upgrades along the Fanno Creek Regional Trail at North Dakota St, Tigard St, and at SW Hall Blvd.

Proposed improvements at these three roadway crossings include the installation of a pedestrian activated rectangular rapid flashing beacon (RRFB), lighting, improved pavement markings and signage, and curb work/paving at the trail heads to improve drainage and accessibility at both Tigard Street and North Dakota Street. At Hall Boulevard, proposed improvements include the installation of a pedestrian hybrid beacon (PHB), curb extensions or a pedestrian refuge island, upgraded lighting, improved safety signage and pavement markings. The project will improve safety with the use of several proven safety countermeasures to increase driver awareness and compliance, shorten crossing distance, improve visibility and reduce the number of pedestrian crashes.

Project Name:	Fanno Creek Regional Trail Crossing Safety						
Lead Agency:	Tigard	Applicant:	Tigard	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:

Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.

MTIP Detailed Description (Internal Metro use only):

On the Fanno Creek Regional Trail in Tigard, Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard to include the installation of a pedestrian activated rectangular rapid flashing beacon (RRFB), lighting, improved pavement markings and signage, and curb work/paving at the trail heads to improve pedestrian safety.

STIP Description:

Design and construct three key roadway trail crossing safety improvements: one at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
Transportation/	Active Trans - Bike	Other	
ODOT Work Type:	Bike/Ped		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 315,983					\$ 315,983
TA-S (State TAP)	Y300	2026					\$ 684,086		\$ 684,086
Federal Totals:			\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 36,166					\$ 36,166
Local	Match	2026					\$ 78,297		\$ 78,297
Local Totals:			\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Amended Programming Totals			\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Total Estimated Project Cost									\$ 1,114,532
Total Cost in Year of Expenditure:									\$ 1,114,532

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Total	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	28.35%	0.0%	0.0%	61.38%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	3.24%	0.0%	0.0%	7.03%	0.0%	10.27%
Total	0.0%	31.60%	0.00%	0.0%	68.4%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:				Estimated Project Completion Date:		12/31/2029	
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC).
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Fanno Creek/North Dakota		SE North Dakota Street		
	Fanno Creek/Tigard St		SW Tigard Street		
	Fanno Creek/Hall Blvd		SW Hall Blvd		
Note: Project limit latitudes: Beginning of 45.4241597, -122.7657002 latitude and longitude with endpoints of 45.4390708, -122.783772 latitude and longitude					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LEP) = Yes Low Income (LI) = Yes
				X		X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization		ODOT Customer Service		
	X	X	X		X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.

RTP Constrained Project ID and Name:	Indirectly tied to RTP ID 10766 - Regional Trail Gap Closure
RTP Project Description:	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.
Note: The Fanno Creek Trail is an existing commuter trail facility and is identified in the RTP's Bicycle and Pedestrian networks.	

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
No	Motor Vehicle	Fanno Creek Trail at SW North Dakota St Intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
Yes		Fanno Creek Trail at SW Hall Blvd intersection = Hall Blvd is designated as a Minor Arterial
No	Transit	Fanno Creek Trail at SW North Dakota St intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
Yes		Fanno Creek Trail at SW Hall Blvd intersection = Hall Blvd is designated as a Frequent Bus
No	Freight	Fanno Creek Trail at SW North Dakota St intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
No		Fanno Creek Trail at SW Hall Blvd intersection = No designation
No	Bicycle	Fanno Creek Trail at SW North Dakota St intersection = Bicycle Parkway
Yes		Fanno Creek Trail at SW Tigard St intersection = Bicycle Parkway. SW Tigard St is also designated as a Regional Bikeway
Yes		Fanno Creek Trail SW Hall Blvd intersection = Bicycle Parkway wit Hall Blvd designated as a Regional Bikeway
Yes	Pedestrian	Fanno Creek Trail at SW North Dakota St intersection = Pedestrian Parkway
Yes		Fanno Creek Trail at SW Tigard St intersection = Pedestrian Parkway
No		Fanno Creek Trail at SW Hall Blvd intersection = Both Fanno Creek and Hall Blvd are designated as a Pedestrian Parkway

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	No	Fanno at Hall	No designation.
Functional Classification	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	Yes	Fanno at Hall	SW Hall Blvd at Fanno Creek Trail is designated as a Urban Minor Arterial
Federal Aid Eligible Facility	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	Yes	Fanno at Hall	SW Hall Blvd at Fanno Creek Trail is designated as a "4" = Minor Arterial

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **None. Not Applicable.**
4. Applicable RTP Goals:
 - Goal #5: Safety and Security**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel

 - Goal #9: Equitable Transportation**
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.



Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: June 28, 2023
TO: Oregon Transportation Commission
Kristopher W. Strickler
FROM: Kristopher W. Strickler
Director
SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:
Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IIIA	100.00%	352,149.00	89.73%	315,983.30	0.00%	0.00	10.27%	36,165.70
	PE Totals		100.00%	352,149.00		315,983.30		0.00		36,165.70
CN	Y300	TAP transportation alternatives program flex IIIA	100.00%	762,382.40	89.73%	684,085.70	0.00%	0.00	10.27%	78,296.70
	CN Totals		100.00%	762,382.40		684,085.70		0.00		78,296.70
Grand Totals				1,114,531.40		1,000,069.00		0.00		114,462.40

Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #18

Project Details Summary

ODOT Key #	23519	RFFA ID:	N/A	RTP ID:	12168	2023 RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC	STIP Amendment ID:		24-27-0124		

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway.

Project Name:	SW 95th Ave Highway 217 Ped/Bike Bridge Refine						
Lead Agency:	Tigard	Applicant:	Tigard	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.

MTIP Detailed Description (Internal Metro use only):
 In the city of Tigard near the OR217/SW Greenburg Rd IC, complete project development scoping refinement activities to construct a future 500 foot pedestrian and bicycle crossing over OR217 connecting SW 95th Ave (FFY 2022 ODOT OCP award)

STIP Description:
 Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	New sidewalk	Capital Improvement
	Active Trans - Bike	Overcrossing or Undercrossing	
	Bike/Ped		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 268,921						\$ 268,921
Federal Totals:			\$ 268,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,921

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 30,779						\$ 30,779
Local Totals:			\$ 30,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,779

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals		\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Total Estimated Project Cost								\$ 24,400,000
Total Cost in Year of Expenditure:								\$ 24,400,000

Note: The estimated total project cost for the new multi-use trail is sourced from the new draft 2023 RTP cost estimate.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 268,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,921
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Total	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	Not Specified
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	95th Ave		SW Shady Lane		SW 95th Ave
	OR217		OR217/Greenburg IC		Just s/o 95th Ave
Note: Project limit latitudes: Beginning of 45.4429923, -122.7743641 latitude and longitude with endpoints of 45.4418757, -122.7744754 latitude and longitude. Approximate length = 500'.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Low Income (LI) - Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.
RTP Constrained Project ID and Name:	ID# 12168 - OR 217 Ped-Bike Crossing at SW 95th Ave
RTP Project Description:	Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation for 95th Ave OR217 which the OC will cross is designated as a Throughway
No	Transit	No designation for 95th Ave or OR217.
No	Freight	No designation for 95th Ave OR217 which the OC will cross is designated as a Main Roadway Route
No	Bicycle	No designation for 95th Ave or OR217.
No	Pedestrian	No designation for 95th Ave or OR217.

Note: The project development and scoping actions will determine if the OC will include a center post on OR217 which would then change the status to a project on the State Highway System. MP limits to then be defined.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR217	OR217 is designated on the NHS as "Other NHS Routes"
Functional Classification	No	95th Ave	No designation
	No	OR217	Urban Other Freeways and Expressways
Federal Aid Eligible Facility	No	95th Ave	No designation
	No	OR217	FHWA Functional Classification Code: 2 (Other Freeways and Expressways)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.

4. Applicable RTP Goals:

Goal #3: Transportation Choices:

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Goal #5: Safety and Security

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel

Goal #9 - Equitable Transportation

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

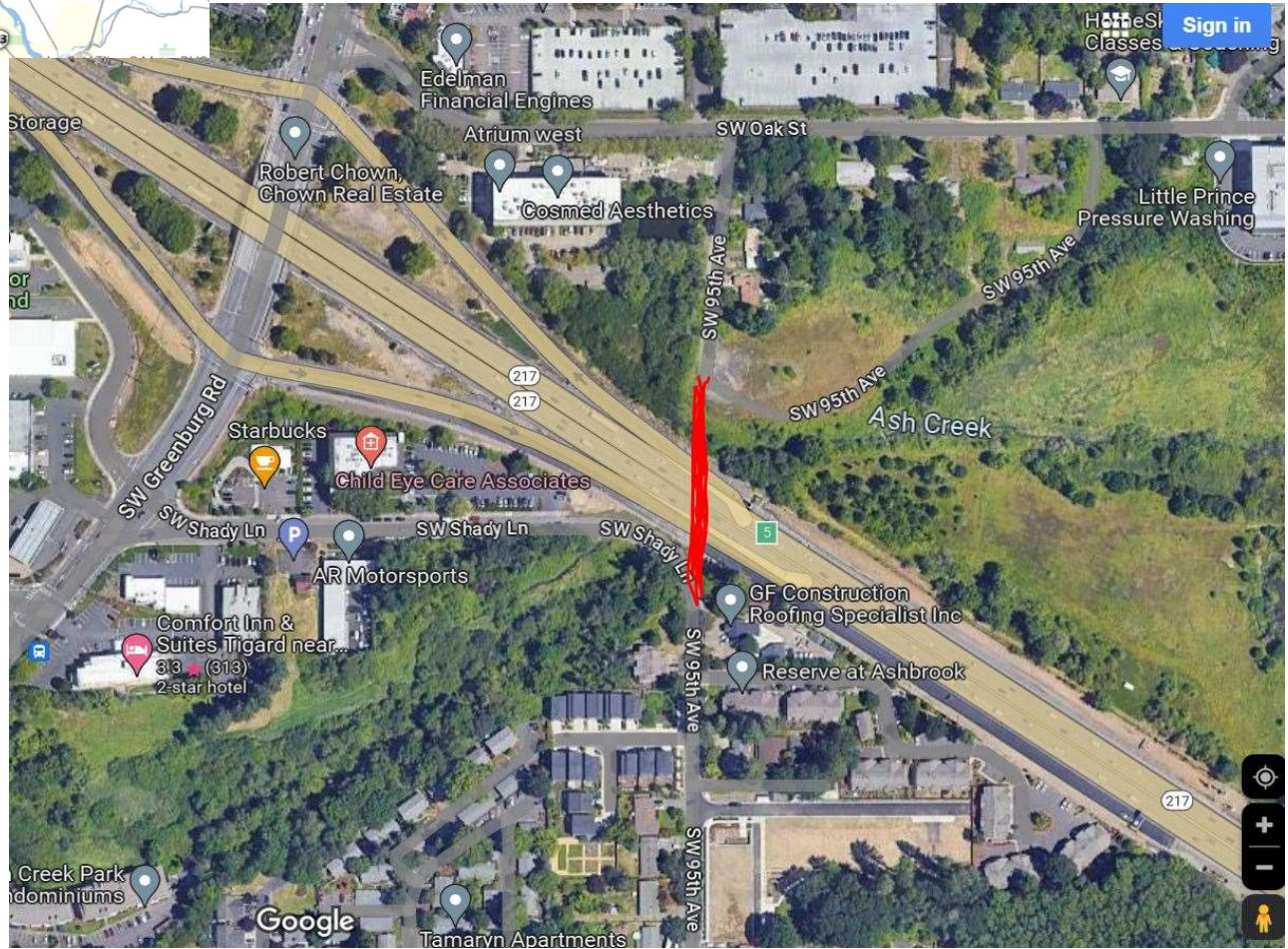
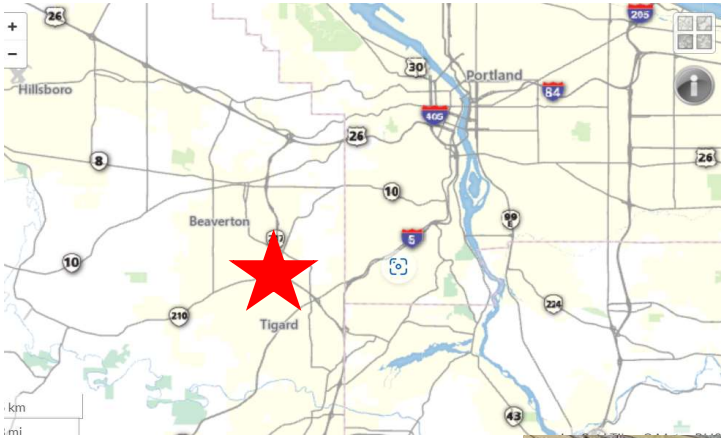
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.





DATE: June 28, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:
 Approve the Public Transportation Division’s (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex I/JA	100.00%	299,700.19	89.73%	268,921.00	0.00%	0.00	10.27%	30,779.19
	PL Totals		100.00%	299,700.19		268,921.00		0.00		30,779.19
PE	Y300	TAP transportation alternatives program flex I/JA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				299,700.19		268,921.00		0.00		30,779.19

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	Fund
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	Fund
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	Fund
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	Fund
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	Fund
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	Fund
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	Fund
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	Fund
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	Fund



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new OTC approved OCP
 awarded project to the MTIP

Project #19

Project Details Summary

ODOT Key #	23513	RFFA ID:	N/A	RTP ID:	12108	2023 RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:		24-27-0118	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are “off system,” meaning transportation facilities that are not primarily on or along a roadway.

Project Name:	2nd Street Bridge (Troutdale)						
Lead Agency:	Troutdale	Applicant:	Troutdale	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

MTIP Detailed Description (Internal Metro use only):
 In the city of Troutdale at NE 257th/ 2nd Street intersection, complete project development scoping actions to later construct an approximately 700 foot new bike/ped multi-use commuter path bridge over NE 257th Ave joining the Halsey Street Pathway with to the 2nd Street Trail that will continue to the Troutdale downtown Visitor Center and Bike hub to provide added bicyclist/pedestrian safety.

STIP Description: Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting Downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		

Note: The project programming reflects project development to lead into PE. As such, while programming in the Planning phase is correct, this is not considered a pure planning project and has been categorized based on the final delivery goal as described for the project in the new 2023 RTP.

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 194,953						\$ 194,953
									\$ -
Federal Totals:			\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 22,313						\$ 22,313
									\$ -
Local Totals:			\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Total Estimated Project Cost							\$ 4,555,600
Total Cost in Year of Expenditure:							\$ 4,555,600
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only project development is being programmed currently with the assumption the project will move forward into the PE upon completion of the project development activities.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Total	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Yet						
EA Number:	Obligated						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	Not identified
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)
2. Does the amendment include changes or updates to the project funding? Yes, the programming action includes the addition of new State TAP funds to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the approved OTC item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on July 13, 2023.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	2nd Street		NE 257th Ave intersection		2nd Street: Limits include approx. 350' before and after NE 257th Ave intersection

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	Equity w/o NE 257th Ave in project limits People of Color (POC) = Yes Limited English = Yes Low Income (LI) = Yes

ODOT (federal) Performance Measurements

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
				X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable for the Motor Vehicle modeling network, but included as part of the Bicycle and Pedestrian networks
RTP Constrained Project ID and Name:	ID#: 23108 - Troutdale 2nd Street Ped/Bike Bridge
RTP Project Description:	Construct a pedestrian/bicycle bridge over 257th, a high-crash corridor. The project will connect the Halsey corridor project to downtown Troutdale bicycle/pedestrian facilities. Project emerged from 2020-2040 Town Center Plan, adopted in the 2022 amendment of the 2014 Transportation System Plan

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	2nd Street is not designated in the Motor Vehicle network
No	Transit	2nd Street is not designated in the Transit network
No	Freight	2nd Street is not designated in the Freight network
Will be	Bicycle	2nd Street is not designated yet as a bicycle facility in the Bicycle network*
Will be	Pedestrian	2nd Street is not designated yet as a bicycle facility in the Pedestrian network*

*Note: The 2nd Street connection to the Halsey Street Pathway is a new proposed trail facility in the 2023 RTP. It will be updated in both the Bicycle and Pedestrian networks once the 2023 RTP is approved. The current Metro network maps reflect the current approved 2018 RTP.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SE 2nd Street	No designation
Functional Classification	No	SE 2nd Street	No designation
Federal Aid Eligible Facility	No	SE 2nd Street	No designation

Additional RTP Consistency Check Areas

- 1. Is the project designated as a Transportation Control Measure? **No.**
- 2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
- 3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **Possibly. Inclusion in the new developing SFY 2025 UPWP is assumed for the time being, but may not be required as the delivery involves project development scoping actions which is not considered "planning" under the UPWP.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro Funded Stand Alone Regionally Significant Project**
- 4. Applicable RTP Goals:
 - Goal #3 - Transportation Choices:**
Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.

 - Goal #5 - Transportation Safety and Security:**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

 - Goal #9 - Equitable Transportation:**
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
- 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project s not capacity enhancing nor does it exceed \$100 million dollars total project cost.**

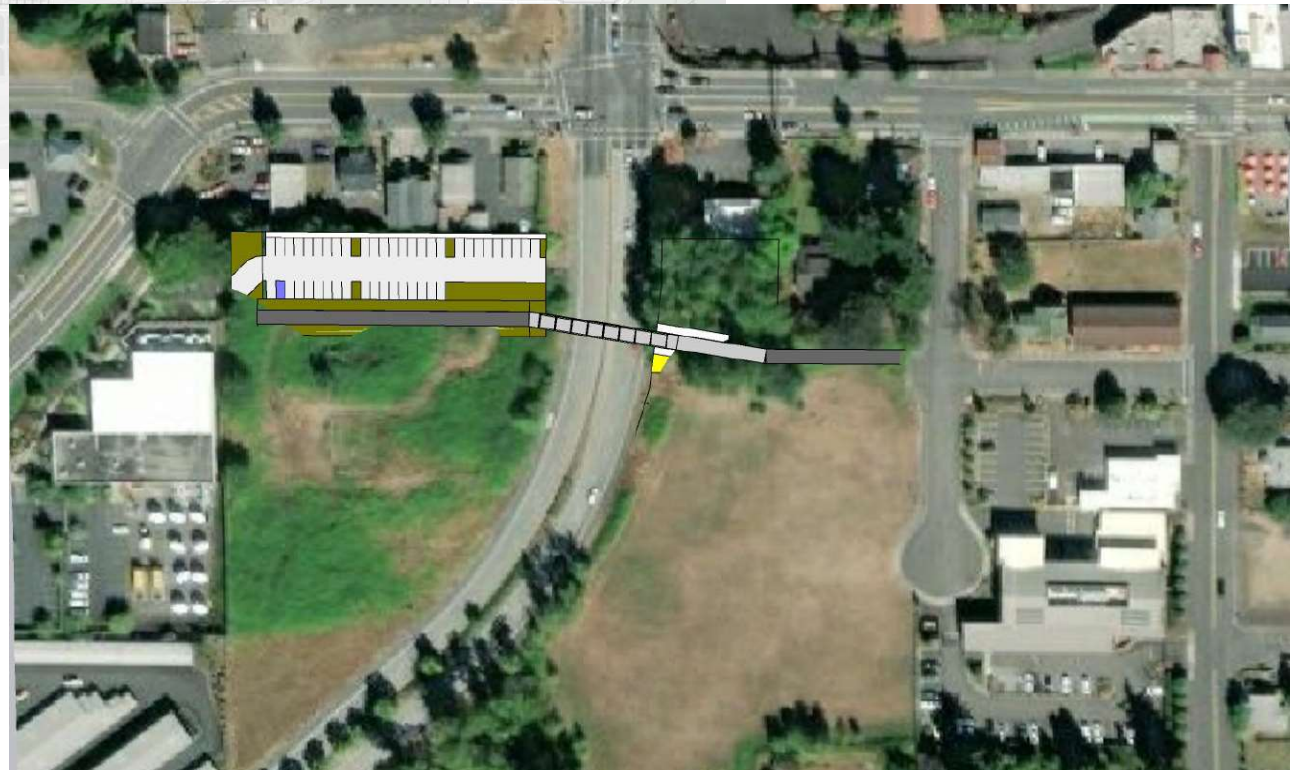
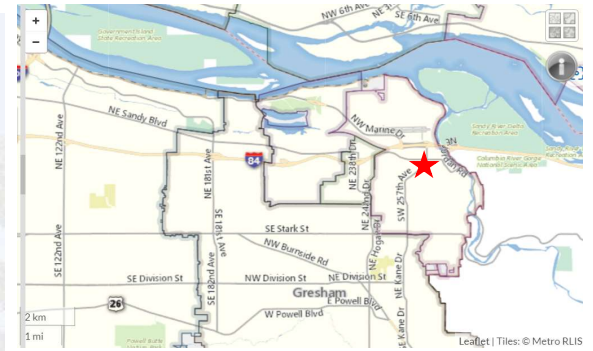
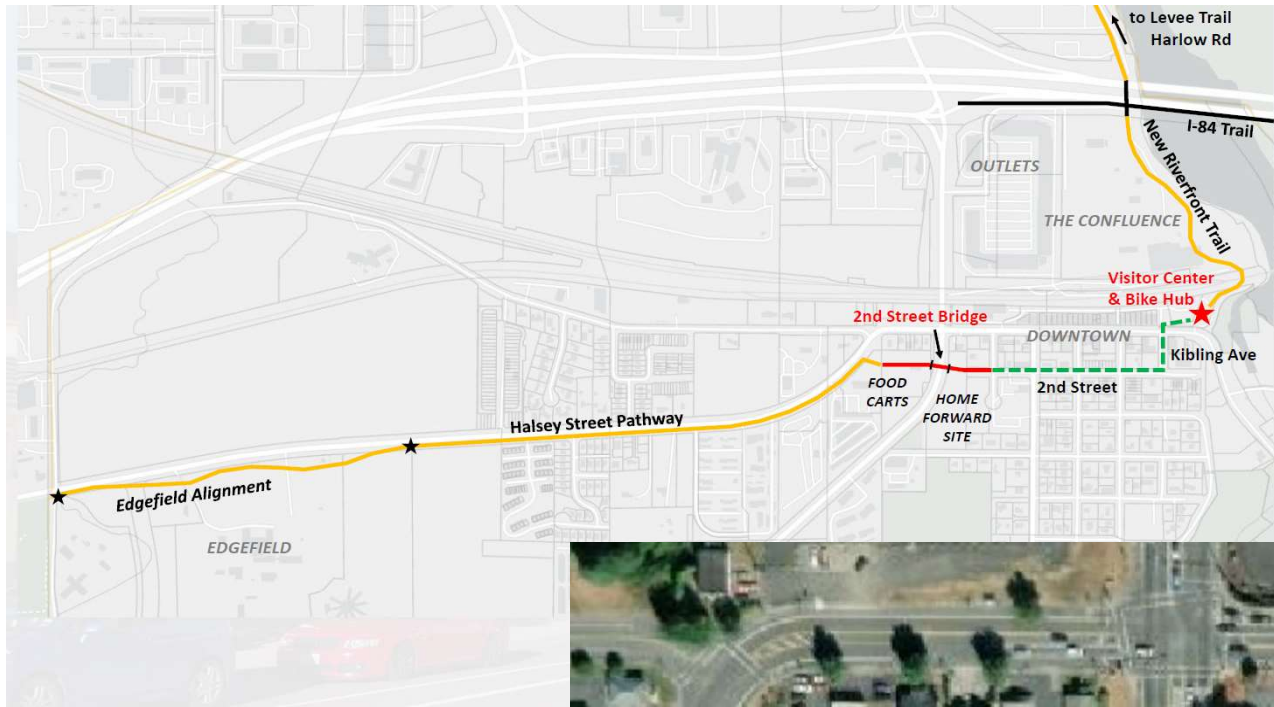
Public Notification/Opportunity to Comment Consistency Requirement

- 1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
- 2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
- 3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
- 4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
- 5. Did the project amendment result in a significant number of comments? **Not expected.**
- 6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex IJJA	100.00%	217,266.25	89.73%	194,953.00	0.00%	0.00	10.27%	22,313.25
	PL Totals		100.00%	217,266.25		194,953.00		0.00		22,313.25
	Grand Totals			217,266.25		194,953.00		0.00		22,313.25





Oregon Transportation Commission
 Office of the Director, MS 11
 355 Capitol St NE
 Salem, OR 97301-3871

DATE: June 28, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

Requested Action:

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	Fund
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	Fund
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	Fund
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	Fund
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	Fund
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	Fund
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	Fund
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	Fund
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	Fund



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: November 21, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December FFY 2024 MTIP Formal Amendment & Resolution 23-5372 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING TO THE MTIP FIFTEEN NEW PROJECT AWARDS PLUS AMENDING AND CANCELING FOUR ODOT PROJECTS TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The December FFY 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle continues the catch-up effort to the new 2024-27 MTIP to add new projects that received federal funding awards during the past summer. The amendment bundle contains a total of nineteen projects. Fifteen projects are new MTIP submissions with four existing projects being amended for various reasons.

The four existing projects being amended include four ODOT projects. Two are being canceled. One cancellation represents a technical correction to complete a fund shift of the project funds to another project. The second cancellation results from a re-purposing of the project funds for other ODOT priorities. The remaining two project changes involve phase cancellations and limits updates.

Fifteen new federally funded projects are being added through this amendment. The fundings occurred from early summer to September when the draft 2024-27 MTIP was in lock-down completing its final reviews and approvals. Several projects required additional pre-scoping reviews to determine if the project contained sufficient delivery details to be programmed in the MTIP and STIP. A summary of the new fifteen projects includes the following:

- **Metro TSMO Program:** The formal amendment adds four new Metro funded Transportation System Management and Operations (TSMO) funded projects from the recent TSMO project funding call. The four new projects complete the needed MTIP programming actions for the TSMO call that began with the November FFY 2024 formal MTIP amendment.

- **Congessionally Directed Spending (CDS) Project Awards.** Two CDS awarded projects are included in this amendment:
 - One FFY 2023 (CDS) project award supporting Beaverton’s Downtown Loop improvement project has completed sufficient pre-scoping actions to allow it to be programmed now.
 - The second project belongs to the city of Sherwood. The project, Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin), I a new connector road in the Sherwood Tonquin Employment Area.

- **RAISE Grant Project Awards.** Two RAISE grant awarded project are being programmed. They include:
 - A CDS award is being programmed in conjunction with Beaverton’s new FHWA discretionary Rebuilding American Infrastructure with Sustainability as Equity (RAISE) grant to their Downtown Loop project as a separate project. Due to different project delivery requirements, the CDS and RAISE grant awards have to be programmed as separate projects.
 - A second RAISE grant award is being programmed for Washington County for Council Creek Trail. The Council Creek Trail project also has a parallel Metro Regional Flexible Funds Allocation (RFFA) funded project in Key 23254. The RAISE grant portion has to be programmed separately from the Metro RFFA funded project as well per FHWA direction.

- **ODOT Carbon Reduction Program (CRP) Project Award:** TriMet received an ODOT Statewide CRP grant award to purchase new replacement buses. MTIP and STIP programming is moving forward now to allow the federal to be obligated and the project implemented.

- **Oregon Community Paths (OCP) Project Awards:** Six new project awards from ODOT’s FFY 2022 OCP program are moving forward to be programmed in the MTIP and STIP. Several only include funding to support project development and scoping actions at this time.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.

A project overview of the nineteen projects included in the December FFY 2024 MTIP Formal Amendment bundle follows on the next pages.

Required Changes to Existing Projects (Projects #1 through 4)

1. Key 23107:

- a. Lead agency: ODOT
- b. Name: **Portland Metro and Surrounding Area Safety Reserve (FFY25)**
- c. Project description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.
- d. Amended changes. **CANCEL PROJECT:**
 - The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancelation, but the completion of a fund transfer to Key 23424.
 - The Oregon Transportation Commission (OTC) authorized the fund shift back in March of 2023. The funds were shifted and applied to the Clackamas County project in Key 23424 (a non MPO located project).
 - However, the new draft 2024-27 MTIP and STIP were in lock-down and no changes then occur until both documents received their final approvals and became active again. The action to cancel Key 23107 had to wait until now.

2. Key 23108:

- a. Lead agency: ODOT
- b. Name: **Portland Metro and Surrounding Area Safety Reserve (FFY26)**
- c. Project description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.
- d. Amended changes. **CANCEL PROJECT:**
 - To fund ODOT's new Bicycle Pedestrian Safety Action Program, ODOT is recalling some HB2017 funds that were allocated to the Regions.
 - K23108 is one of those projects; the project will be canceled, and all of its funds will be reallocated to the HB2017 State Safety Priority Funds (SSPF) funding program to fund the new Bicycle Safety Action Program.
 - As a result, the project must be canceled from the MTIP.

3. Key 21710:

- a. Lead agency: ODOT
- b. Name: **US30: Troutdale (Sandy River) Bridge**
- c. Project Description: Repair significant bridge footing erosion to protect the structure from further damage.
- d. Amended changes. **CANCEL PHASES:**
 - The formal amendment cancels the Other and Construction phases for the project.
 - After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design and construct, given the unavoidable risks and constraints of the project.
 - ODOT will develop a monitoring plan for the bridge. Field investigation and analysis of the bridge's condition supported this approach.

4. Key 21616:

- a. Lead agency: ODOT
- b. Project name:
 - Current: ~~OR99W: N Schmeer Rd – SW Meinecke Pkwy & US30B: Kerby – 165th~~
 - Replaced with: **OR99W: Ross Island BR-SW Wills Ln & US30B: Kerby-165th Ave**
- c. Project description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.
- d. Amended changes. **LIMIT CHANGES:**
 - The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring.
 - As a result, the project name is updated as shown above.
 - The project limits changes and scope updates exceeded the MTIP amendment matrix thresholds for administrative updates and triggered the need for a formal amendment.

New Projects Being Added to the 2024-27 MTIP (Projects 5 through 19)**Projects 5 through 8 – Discretionary Grants and Congressional Directed Spending (CDS) Awards:****5. Key 23530:**

- a. Lead agency: Beaverton
- b. Project name - **Beaverton Downtown Loop: Phase 1 Demo**
- c. Project description: Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)
- d. Submission Notes:
 - FFY 2023 Congressionally Directed Spending (CDS) award (earmark)
 - One of two new Downtown Loop projects being programmed for Beaverton via this amendment.
 - The second project contains the RAISE grant portion which will fund only the PE phase.
 - The CDS award and RAISE grant award have to be programmed separately due to obligation, implementation, oversight, and delivery conditions between the two funding awards.

6. Key 23531:

- a. Lead agency: Beaverton
- b. Project name - **Beaverton Downtown Loop: Preliminary Design**
- c. Project description: Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)

d. Submission Notes:

- The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP.
- The funding will support the completion of the Preliminary Engineering phase activities.
- Obligation, implementation, oversight, and delivery requirements differ from the normal federal awards which FHWA determined the RAISE funded project needed to be programmed as a separate project.
- The same action is occurring to the council Creek Trail project which contains RFFA and RAISE grant funds.

7. Key 23549:

a. Lead agency: Washington County

b. Project name - **Council Creek Trail: Douglas St-Hatfield Gov't Ctr**

c. Project description: Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)

d. Submission notes:

- The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction.
- The new Council Creek Trail project has two types of awarded federal funds: (1) the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA).
- Due to obligation, implementation, oversight, and delivery requirements for the RAISE funds, they are being programmed separately. Key 23254 contains the RFFA awarded funds portion.
- This is a similar action as how the Beaverton Downtown Loop project is being programmed.

8. Key 23524:

a. Lead agency: Sherwood

b. Project name - **Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)**

c. Project description: Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.

d. Submission notes:

- The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP.
- The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd.
- The CDS award includes and fund obligation condition that the federal award must be obligated by the end of FFY 2026 (9/30/2026). The federal CDS award is being programmed in the construction phase with an obligation projection to occur by the end of FFY 2024 (9/30/2024).

Project 9 – ODOT Statewide Carbon Reduction Program (CRP) awards:

9. Project Key: 23552

- a. Lead agency: TriMet
- b. Project name: **TriMet Zero Emission Buses Procurement**
- c. Project description: Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)
- d. Submission notes:
 - This is the first of additional Statewide CRP award projects moving forward in the Metro region.
 - OTC approval was required and occurred at their July 2023 meeting.
 - The funding will be committed for the purchase of three full-sized replacement buses.

Projects 10 through 13: Metro Transportation Systems Management and Operations (TSMO) project awards

The December formal MTIP amendment contains four new TSMO funded projects from Metro recent 2023 TSMO project funding call and as part of the SFY 2024 Unified Planning Work Program (UPWP). The MTIP and STIP programming began with the November FFY 2024 formal MTIP amendment.



The Metro TSMO Program represents an innovative, holistic, multimodal, and cost-effective approach to managing the region's transportation system. An effective TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates

The four new projects include the following:

10. Key New TSMO Project – Key Number TBD:

- a. Lead agency: Metro
- b. Project name: **TSMO Accessibility Routable Sidewalk Data Collection Region-wide**
- c. Project description: Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.
- d. Submission notes:
 - The new TSMO planning project will be incorporated into the Metro SFY 2025 UPWP.
 - Due to the implementation approach for the study, stand-alone programming in the MTIP and STIP is required.

11. **Key New TSMO Project – Key Number TBD:**

- a. Lead agency: Metro
- b. Project name: **Transportation Systems Management & Operations (TSMO) Program Plus**
- c. Project description: Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.
- d. Submission notes:
 - The formal amendment adds the new awarded TSMO project to the MTIP.
 - The project is an approved project from the Metro SFY 24 UPWP.
 - Due to the implementation approach for the study, stand-alone programming in the MTIP and STIP is required.

12. **Key New TSMO Project - Key Number TBD:**

- a. Lead agency: Metro
- b. Project Name: **TSMO Program Investments Evaluation & ITS Architecture Update**
- c. Project description: Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update.
- d. Submission notes:
 - The project originally was submitted as part of the November formal amendment bundle and contained an equipment procurement purchase.
 - The project was removed from the November bundle when a pre-review determined the equipment portion would create a delivery conflict with the planning elements.
 - The project was split into two projects and now retains the planning elements with the equipment portion now removed as a separate project. See next project.
 - The overall scope and funding remain unchanged.

13. **Key New TSMO Project – Key Number TBD:**

- a. Lead agency: ODOT
- b. Project name: **ITS Network Equipment Upgrade Purchase**
- c. Project description: Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.
- d. Submission notes:
 - ODOT will deliver the project on behalf of Metro.
 - The equipment purchase supports the regional ITS/TSMO network

- The equipment purchase was slit off of the TSMO Program Investments Evaluation and ITS Architecture Update project to avoid delivery conflicts.

Projects 14 through 19: New Oregon Community Paths (OCP) Project Awards

The Oregon Community Paths grant program is dedicated to helping communities create and maintain connections through multiuse paths. The Oregon Department of Transportation will use monies from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund for this program. Our goal is to complement existing active transportation programs in communities across the state.



Oregon Community Paths, or OCP, will fund grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling. Additional program details can be found at <https://www.oregon.ov/odot/programs/pages/ocp.aspx>.

The following project awards are being programmed into the MTIP and STIP as part of the December FFY 2024 Formal MTIP Amendment:

Key	Lead Agency	Project Name	Description	Federal Award
23505	Gresham	Columbia View Park Path (Gresham)	Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access	\$771,851
23510	Gresham	North Gresham Park Path	Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.	\$621,749
23520	Happy Valley	Clackamas River Trail (Happy Valley)	In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail (approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.	\$258,019

23509	Tigard	Fanno Creek Regional Trail Crossing Safety	Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue	\$1,000,069
23519	Tigard	SW 95th Ave Highway 217 Ped/Bike Bridge Refine	Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue	\$268,921
23513	Troutdale	2nd Street Bridge (Troutdale)	Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail	\$194,953

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes..
- 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.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.

- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December FFY 2024 Formal MTIP amendment (DC24-03-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	November 22, 2023
• Initiate the required 30-day public notification process.....	November 28, 2023
• TPAC notification and approval recommendation.....	December 13, 2023
• JPACT approval and recommendation to Council.....	December 14, 2023
• Completion of public notification process.....	December 29, 2023
• Metro Council approval.....	January 11, 2024

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.....	January 16 ,2023
• USDOT clarification and final amendment approval.....	Mid-February 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.

- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** A follow-on budget change will occur to the TSMO program as follows:
 - a. The funding source for the newly awarded TSMO projects will be from three existing project grouping buckets (in Keys 20886, 22168, and 23209) with prior approved TSMO program funding. Funding from the buckets is being split off and combined into the new TSMO projects to cover their funding award amounts. The funding commits STBG-U from Metro prior year approved allocations.
 - b. The STBG-U funds are part of the RFFA Step 1 allocation to the TSMO program. Fund approval occurred through the TransPort Subcommittee to TPAC. The approval of the TSMO awards dates back to April 2023.
 - c. Since the funds are already prior approved by Metro through the RFFA Step 1 process, the overall action reflects a lateral move for the funds. There is no direct budget impact from the TSMO funding actions upon Metro budget.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.

No Attachments.

Materials following this page were distributed at the meeting.

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

Michael Allen Percy, 32, walking, N Whitaker Rd./ N Hayden Meadows Dr., Portland, Multnomah, 10/20

Unidentified, walking, SE Division St./SE 135th Ave.,Portland, Multnomah,10/20

Kaleb Banzer, 19, Brayden Fear, 19, driving, I-84/MAX tracks, Portland, Multnomah, 11/4

Unidentified, walking, SE Sunnyside Rd/SE 142nd Ave, Happy Valley, Clackamas, 11/7

Unidentified, walking, E Mill Plain Blvd./V Street , Vancouver, Clark, 11/13

Antonio Davila Rodriguez, 40, driving, Willsonville-Hubbard Hwy, Clackamas, 11/12

Unidentified, walking, SE McLoughlin Blvd./SE Cora St., Portland, Multnomah, 11/14

Unidentified, motorcycling, I-84/ 181 Ave. near Wilkes Rd., Gresham, Multnomah, 11/17

Unidentified, driving, Powell Blvd./SE 28th, Portland, Multnomah, 11/18

Unidentified, driving, I-205 at Killingsworth, Portland, Multnomah, 11/20

Malik Isaac Belcha, 23, motorcycling, SE Division St. near 182nd Ave., Gresham, Multnomah, 11/22

Dana Deardorf, bicycling, 16900 Blk Roy Rogers Rd., Washington, 11/22

Brady Roy Wehage, 22, motorcycling, I-5 midspan Marquam Bridge, Portland, Multnomah, 11/23

Unidentified, motorcycling, 2000 block of NE 112th Avenue, Vancouver, Clark, 11/24

Unidentified, motorcycling, SW 65th Ave./SW Prosperity Park Rd., Washington, 11/27

**ODOT initial fatal crash report as of 11/30/23, and news and police reports – all information is preliminary and subject to change*



Cascadia Ultra-High-Speed Rail Program Update

Where we are now since the last program update.



PREVIOUS MILESTONES

SUBMITTED TWO FEDERAL FUNDING GRANT APPLICATIONS

- Applied for \$198 million of federal funding (Fed-State Partnership Program, Corridor ID Program).
- Award announcements expected in 2023.

ACHIEVED CONSENSUS ON STRUCTURE AND MEMBERSHIP OF COORDINATING STRUCTURE

DEVELOPED A ROADMAP

- Illustrated the steps forward for the Coordinating Structure.

ACHIEVED WASHINGTON STATE LEGISLATIVE REQUIREMENTS

- Developed a recommendation for a Project governance structure, as directed by 2022 ESSB 5689, Sec. 223 (3)(e).



Between then and now:

- Held multiple working sessions with WSDOT, BC MoTI, ODOT, Oregon Metro to collaboratively develop the Coordinating Structure transition plan.
- WSDOT established an integrated program to further enable the success of the Project.
- BC MoTI submit an update to their cabinet on the progress of the Project.
- ODOT dedicated new resources to the Project.



NEXT STEPS

COORDINATING STRUCTURE TRANSITION

Focus on near-term steps to implement the transition plan to the program coordinating entity aligned with the time frame covering Federal-State Partnership funding announcement and negotiations with the Federal Railroad Administration, before funding obligation.



Federal Railroad Administration (FRA) Funding Programs



WSDOT submitted applications for \$198 million of federal funding through two FRA grant programs (Federal-State Partnership [FSP] Program, Corridor ID [CID] Program). Awards are anticipated to be announced late this year.

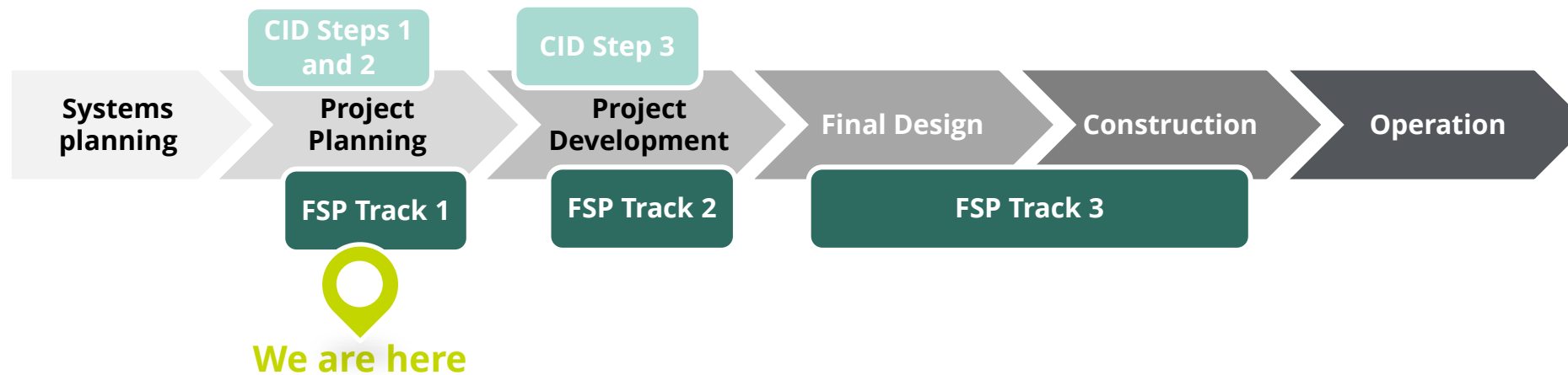
CID

Going forward, FRA will use the CID Program as the primary means for guiding financial support and technical assistance towards efforts to **establish new intercity passenger rail corridors** or improve existing services. Projects that are identified and fully developed through the program will benefit from a selection preference for future FSP (non-NEC) funding opportunities.

FSP

A federal funding program established to fund capital projects that reduce the state of good repair backlog, improve performance, or expand or **establish new intercity passenger rail service, including initial planning and development costs**. The FY22 FSP Program (FSP-National) provides funding for projects located outside the Northeast Corridor (NEC).

FRA Project Lifecycle Phases





FHWA National Performance Management Measures Assessing Performance of the NHS, GHG Measure

AMPO General Analysis

November 22nd, 2023

Note: this analysis provides a general overview of the FHWA's updated rule. AMPO will be conducting an in-depth analysis of the new rule and its potential impacts for MPOs in the coming days. Stay tuned for our detailed analysis, thank you.

Overview

2023 Document: *National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure*

The final rule for the FHWA's National Performance Management Measures; Assessing Performance of the National Highway System (NHS), Greenhouse Gas Emissions (GHG) Measure, introduces significant updates impacting MPOs. Key points include:

- **GHG Emission Measure Implementation:** The rule establishes a performance measure for on-road CO₂ emissions on the NHS, aimed at reducing GHG emissions. This measure is part of the Transportation Performance Management (TPM) program and is designed to guide transportation planning and programming towards environmentally sustainable outcomes.
- **Target Setting for State DOTs and MPOs:** Both State DOTs and MPOs are required to establish performance targets. These targets must show a decline in GHG emissions over time. For State DOTs, initial targets must be established by February 1, 2024. MPOs must establish their targets within 180 days after their respective State DOTs have set theirs.

- **Joint Targets in Urbanized Areas (UZAs):** MPOs that serve overlapping urbanized areas are required to collectively establish a single joint 4-year target for each UZA. This provision encourages collaboration across MPO boundaries and aims for a coordinated approach in areas served by multiple MPOs.
- **Metric Calculation Flexibility for MPOs:** MPOs are granted flexibility in calculating the GHG metric. They can choose different methodologies (such as using VMT estimates or the MOVES model) that best suit their capabilities and regional characteristics.
- **Reporting Requirements:** State DOTs and MPOs are required to report their performance and progress towards the targets. MPOs must include their GHG targets and progress in their System Performance Reports within their MTPs.
- **No Penalties for Non-Compliance:** The rule specifies no penalties for State DOTs or MPOs that fail to meet their GHG targets. This is intended to encourage ambitious target setting without the risk of punitive consequences.
- **Potential Implications for MPOs:**
 - **Increased Responsibility:** MPOs will play a critical role in setting and striving to achieve GHG reduction targets within their planning areas.
 - **Collaboration and Coordination:** The rule emphasizes the need for MPOs to work collaboratively, especially in areas where urbanized boundaries overlap.
 - **Enhanced Planning Integration:** MPOs will need to integrate GHG reduction targets into their broader transportation planning and programming activities.
 - **Data Management and Analysis:** MPOs will face increased requirements for data collection, management, and analysis to support GHG emission calculations and target tracking.
 - **Public Engagement and Transparency:** Increased focus on GHG emissions might drive MPOs to engage more with the public on environmental sustainability issues and transparently report on progress and challenges.

Section-by-Section

- **§ 490.101 - Definitions:**
 - Introduction of "Fuels & FASH" system for data on motor fuel, highway funding, drivers, and vehicles.
- **§ 490.105 - Establishment of Performance Targets:**
 - Addition of (c)(5) for GHG emissions measure on the NHS.
 - State DOTs and MPOs must set targets encompassing the entire transportation network or geographic area.
 - Initial GHG measure targets by State DOTs due by February 1, 2024.
 - Four-year performance period for the GHG measure starts January 1, 2022.
 - State DOTs and MPOs are required to establish declining targets for reducing tailpipe CO2 emissions on the NHS.
 - Joint targets are required for MPOs in urbanized areas overlapped by multiple MPOs.
- **§ 490.107 - Reporting on Performance Targets:**
 - State DOTs and MPOs must report according to specified schedules.
 - For the GHG measure, State DOTs must include information in their Full Performance Period Progress Report due October 1, 2026.
- **§ 490.109 - Assessing Significant Progress:**
 - Criteria for assessing significant progress include data from Fuels & FASH and HPMS.

- Significant progress determination for the GHG measure will first be conducted after the 2026 Full Performance Period Progress Report.
- **§ 490.503 - Applicability:**
 - The GHG measure applies to all mainline highways on the Interstate and non-Interstate NHS.
- **§ 490.505 - Definitions:**
 - Definition of GHG and setting 2022 as the reference year for the GHG measure.
- **§ 490.507 - National Performance Management Measures for System Performance:**
 - Establishes the GHG performance measure as the percent change in tailpipe CO2 emissions on the NHS compared to 2022.
- **§ 490.509 - Data Requirements:**
 - CO2 emissions factors and fuel sales data to be provided by FHWA by August 15th each reporting year.
 - VMT data from the best available data representing the prior calendar year.
- **§ 490.511 - Calculation of National Highway System Performance Metrics:**
 - Methodology for calculating tailpipe CO2 emissions on the NHS.
 - Flexibility for MPOs in selecting their metric calculation method.
- **§ 490.513 - Calculation of National Highway System Performance Measures:**
 - Formula for computing the GHG measure as a percent change relative to 2022.
- **§ 490.515 - Severability:**
 - Provisions of this part are separate and severable from each other and other parts of the title.

AMPO Comments on NPRM (2022)

2022 Comments: *AMPO Comments on NPRM GHG Emissions Reduction Performance Measure*

2023 Document: *National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure*

Comments and Response Overview

Overall Objectives:

- **AMPO Letter:** expressed concerns about the proposed GHG performance measure.
 - **Updated GHG Rule:** The updated rule aims to establish a performance measure for on-road CO2 emissions on the NHS. It focuses on reducing tailpipe CO2 emissions and includes provisions for data collection, target setting, and reporting requirements for State DOTs and MPOs.

Specific Requirements:

- **AMPO Letter:** concerns about the administrative and financial burden of the proposed measure on MPOs, the challenge of achieving GHG reductions in rural areas, and the potential for the measure to divert attention from other critical transportation priorities.
 - **Updated GHG Rule:** The rule requires State DOTs and MPOs to establish declining targets for reducing tailpipe CO2 emissions on the NHS. It outlines specific methodologies for calculating emissions and sets timelines for reporting. The rule

emphasizes the use of existing data sources and provides some flexibility in methods for MPOs.

Potential Impacts and Concerns:

- **AMPO Letter:** addressing the disproportionate impact on rural areas and the potential redirection of funds from other critical transportation needs.
 - **Updated GHG Rule:** The rule clarifies that it does not mandate specific reductions or prescribe penalties for failing to meet targets. It aims to inform decision-making and contribute to environmental sustainability. The rule also acknowledges varying technical capabilities across MPOs and does not enforce a one-size-fits-all approach.
- **AMPO Letter:** concerns on practicality of the measure for MPOs, especially in rural areas, and the potential financial burden.
 - **Updated GHG Rule:** The rule appears to address some of these concerns by not requiring specific declining target values or imposing penalties for not meeting targets. It provides flexibility in target setting and acknowledges the need for different approaches across varied geographic and urban/rural contexts.

Comments and Response Breakdown

- **UZA Serving Multiple UZAs:**
 - **AMPO Concern:** Complexity in coordinating target setting among MPOs serving overlapping UZAs.
 - **Rule's Response:** Mandates joint target establishment by MPOs for overlapping UZAs.
 - **Referenced Section:** § 490.105(f)(10): Joint Targets for the GHG Measure.
- **Administrative and Financial Implications:**
 - **AMPO Concern:** Concerns about increased administrative workload and potential financial strain.
 - **Rule's Response:** Indicates manageable costs and reporting requirements but lacks explicit financial support measures for MPOs.
 - **Referenced Sections:** Section VIII.A: Executive Orders and DOT Policies; General rule aspects.
- **GHG Reduction in Rural Areas:**
 - **AMPO Concern:** Challenges in achieving GHG reductions in rural areas.
 - **Rule's Response:** Provides flexibility for "declining targets," acknowledging rural limitations, but does not offer rural-specific provisions.
 - **Referenced Section:** § 490.105: Establishment of Performance Targets.
- **Concerns Over Resource Allocation:**
 - **AMPO Concern:** Potential diversion of resources from other transportation projects due to GHG targets.
 - **Rule's Response:** Avoids penalties for not meeting GHG targets, ensuring balanced resource distribution.
 - **Referenced Section:** § 490.109: Assessing Significant Progress.
- **Need for Implementation Flexibility:**
 - **AMPO Concern:** Emphasis on flexible implementation approaches for the GHG measure.
 - **Rule's Response:** Allows MPOs to choose from various GHG metric calculation methods, supporting flexibility.

- **Referenced Section:** § 490.511: Calculation of National Highway System Performance Metrics.
- **Methodology for Emissions Calculation:**
 - **AMPO Concern:** Practicality and feasibility of the proposed emissions calculation methodology.
 - **Rule's Response:** Offers a standard yet adaptable framework for emissions calculation, with MPOs allowed to use alternative validated methods.
 - **Referenced Sections:** § 490.511 and § 490.509: Data Requirements.
- **Long-Term Impact Assessment:**
 - **AMPO Concern:** Need to evaluate the long-term impacts of GHG measures on transportation planning and investments.
 - **Rule's Response:** Lacks detailed provisions for long-term impact analysis.
 - **Referenced Section:** General observation across various rule sections.
- **Coordination Between State DOTs and MPOs:**
 - **AMPO Concern:** Ensuring effective inter-agency coordination in target setting and performance management.
 - **Rule's Response:** Encourages collaborative joint target setting in UZAs but may not fully address broader coordination issues.
 - **Referenced Section:** § 490.105: Establishment of Performance Targets.
- **Comprehensive Transportation Emissions Analysis:**
 - **AMPO Concern:** Need for a broader analysis of transportation emissions beyond the NHS.
 - **Rule's Response:** Focuses on the NHS only, not extending to a wider transportation emission analysis.
 - **Referenced Sections:** § 490.503: Applicability.
- **Integration with Existing Planning Processes**
 - **AMPO Concern:** How GHG measurement integrates with existing transportation planning and programming processes.
 - **Rule's Response:** The rule encourages integration of GHG targets with existing plans, such as State asset management plans and long-range transportation plans.
 - **Referenced Sections:** § 490.107(d)(1)(C) and § 490.107(c)(2)).
- **Data Accessibility and Accuracy**
 - **AMPO Concern:** Challenges related to accessing accurate and timely data for GHG measurement.
 - **Rule's Response:** The final rule allows State DOTs to use their best available Vehicle Miles Traveled (VMT) data for GHG measure calculations. Additionally, the rule mentions that the FHWA will provide CO2 emissions factors for each fuel type.
 - **Section:** § 490.509(f) and § 490.509(h).
- **Impact of COVID-19 on Baseline Data**
 - **AMPO Concern:** The impact of the COVID-19 pandemic on travel patterns, potentially affecting baseline data for GHG calculations.
 - **Rule's Response:** The reference year for GHG measurements has been changed to 2022, considering the rebound of travel activity post-pandemic.
 - **Section:** § 490.505.



Metro

TPAC Agenda Item

December FFY 2024 Formal MTIP Amendment

Resolution 23-5372

Amendment # DC24-03-DEC

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 23-5372
- Exhibit A to Resolution 23-5372 (MTIP Worksheets)
- Staff Narrative: No attachments

December 1, 2023

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

December FFY 2024 Formal MTIP Amendment

Adding 15 New and Amending 4 Existing Projects

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

- 19 projects in the December FFY 2024-27 bundle:
 - Amending 4 existing ODOT Projects (e.g. scope, costs, limits, technical corrections)
 - Adding 15 new projects:
 - 4 new Congressionally Directed Spending (CDS) and discretionary awarded projects
 - 1 new ODOT Statewide Carbon Reduction Program (CRP) project
 - 4 new Metro awarded TSMO projects
 - 6 new Oregon Community Paths (OCP) projects

TSMO = Transportation Systems Management and Operations

December FFY 2024 Formal MTIP Amendment

Adding and Amending a Total of 19 Projects

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

- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 23-5372
- Staff Recommendation:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.

December FFY 2024 Formal MTIP Amendment

Amending 4 ODOT Projects

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

Key	Name	Change
23107	Portland Metro and Surrounding Area Safety Reserve (FFY25)	<u>Cancel Project:</u> Funds shifted by OTC action during summer FFY 2023 to Clackamas County project Key 23424 Non MPO project. This is a technical correction.
23108	Portland Metro and Surrounding Area Safety Reserve (FFY26)	<u>Cancel Project:</u> Reallocate funds to the HB2017 State Safety Priority Funds (SSPF) funding program supporting the new Bicycle Safety Action Program.
21710	US30: Troutdale (Sandy River) Bridge	<u>Cancel Phases:</u> Other and Construction phases are being canceled. No viable delivery path for design and construction.

December FFY 2024 Formal MTIP Amendment

Amending 4 ODOT Projects

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

Key	Name	Change
21616	OR99W: N Schmeer Rd- SW Meinecke Pkwy & US30B: Kerby-165th OR99W: Ross Island BR- SW Wills Ln & US30B: Kerby-165th Ave	<u>Limit Changes:</u> Project Limits adjusted beyond administrative change thresholds along with scope adjustments resulting in name change.

December FFY 2024 Formal MTIP Amendment

Adding 4 New CDS and Discretionary Project Awards

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

Key	Name	Description	Federal Award
23530	City of Beaverton: Beaverton Downtown Loop: Phase 1 Demo	Design and construct Bike/Ped safety upgrades (CDS award)	\$4,000,000
23531	City of Beaverton: Beaverton Downtown Loop: Preliminary Design	Design Ped/Bike safety upgrades (RAISE grant award)	\$2,000,000
23549	Washington County: Council Creek Trail: Douglas St- Hatfield Gov't Ctr	Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor (RAISE grant)	\$12,200,000

CDS= Congressionally Directed Spending awards (earmarks)

RAISE = FHWA Rebuilding American Infrastructure with Sustainability as Equity discretionary grants

December FFY 2024 Formal MTIP Amendment

Adding 4 New CDS and Discretionary Project Awards

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

Key	Name	Description	Federal Award
23524	City of Sherwood: Ice Age Drive: SW Oregon St- SW Dahlke Ln (Tonquin)	Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow. (CDS award)	\$3,000,000

CDS= Congressionally Directed Spending awards (earmarks)

RAISE = FHWA Rebuilding American Infrastructure with Sustainability as Equity discretionary grants

December FFY 2024 Formal MTIP Amendment

Adding 1 New ODOT CRP Project Awards

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

Key	Name	Description	Federal Award
23552	TriMet: TriMet Zero Emission Buses Procurement	Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate Green House Gas reduction strategies	\$3,000,000

CRP= ODOT Statewide Carbon Reduction Program discretionary funding award

December FFY 2024 Formal MTIP Amendment

Adding 4 New Metro TSMO Project Awards

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

Key	Name	Description	Federal Award
New TBD	TSMO Accessibility Routable Sidewalk Data Collection Region-wide	Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility	\$1,015,481
New TBD	Transportation Systems Management & Operations (TSMO) Program Plus	Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) supporting the 2021 TSMO Strategy	\$285,880

TSMO= Transportation System Management and Operations

December FFY 2024 Formal MTIP Amendment

Adding 4 New Metro TSMO Project Awards

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

Key	Name	Description	Federal Award
New TBD	TSMO Program Investments Evaluation & ITS Architecture Update	Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update	\$240,771
New TBD	ITS Network Equipment Upgrade Purchase	Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.)	\$146,600

TSMO= Transportation System Management and Operations

December FFY 2024 Formal MTIP Amendment

Adding 6 New Oregon Community Paths (OCP) Projects

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

- Helps communities create and maintain connections through multiuse paths
- Draws monies from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program (TAP)
- Funds grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling

December FFY 2024 Formal MTIP Amendment

Adding 6 New Oregon Community Paths (OCP) Awards

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

Key	Lead Agency	Project Name	Description	Federal Award
23505	Gresham	Columbia View Park Path (Gresham)	Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access	\$771,851
23510	Gresham	North Gresham Park Path	Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.	\$621,749
23520	Happy Valley	Clackamas River Trail (Happy Valley)	Development/refinement activities to construct a later multi-use trail approximately 6,250 feet long	\$258,019

December FFY 2024 Formal MTIP Amendment

Adding 6 New Oregon Community Paths (OCP) Awards

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

Key	Lead Agency	Project Name	Description	Federal Award
23509	Tigard	Fanno Creek Regional Trail Crossing Safety	Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.	\$1,000,069
23519	Tigard	SW 95th Ave Highway 217 Ped/Bike Bridge Refine	Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Ave	\$268,921
23513	Troutdale	2nd Street Bridge (Troutdale)	Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive	\$194,953

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
(Note: Some OCP awarded projects are outside of the RTP consistency check and are being programmed for the FHWA obligation requirement.)
- ✓ Passes fiscal constraint review and proof of funding verification
(Note: Applies to all projects)
- ✓ Passes RTP consistency review:
(Note: Does not apply to some of the OCP awarded projects.)
 - 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

MPO CFR Compliance Requirements

MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ MTIP & STIP programming consistency is maintained against obligations.
- ✓ Passes MPO responsibilities verification
(Note: Includes several OCP awarded projects due to FHWA FMIS obligation requirements)
- ✓ Completed public notification requirement
(Note: Applies to all projects)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required.
(Note: Several of the OCP awarded projects will be exempt from this area as they are not located on the Metro Pedestrian or Bicycle networks)

December FFY 2024 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	November 28, 2023
TPAC Notification and Approval Recommendation	December 1 , 2023
JPACT Approval and Recommendation to Council	December 14, 2023
End 30-day Public Notification/Comment Period	December 29, 2023
Metro Council Approval	January 11, 2024
Final Estimated Approvals	Mid-February 2024

Note: Compressed approval timing has been requested for the December FFY 2024 MTIP Formal Amendment bundle to proceed through JPACT and Council as part of the Consent calendar

December FFY 2024 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open up for discussion and questions
- Approval request includes completing any necessary corrections
- Staff Approval Request:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.



Metro

EPA Climate Pollution Reduction Grant (CPRG)

Transportation Policy Alternatives Committee

December 1, 2023

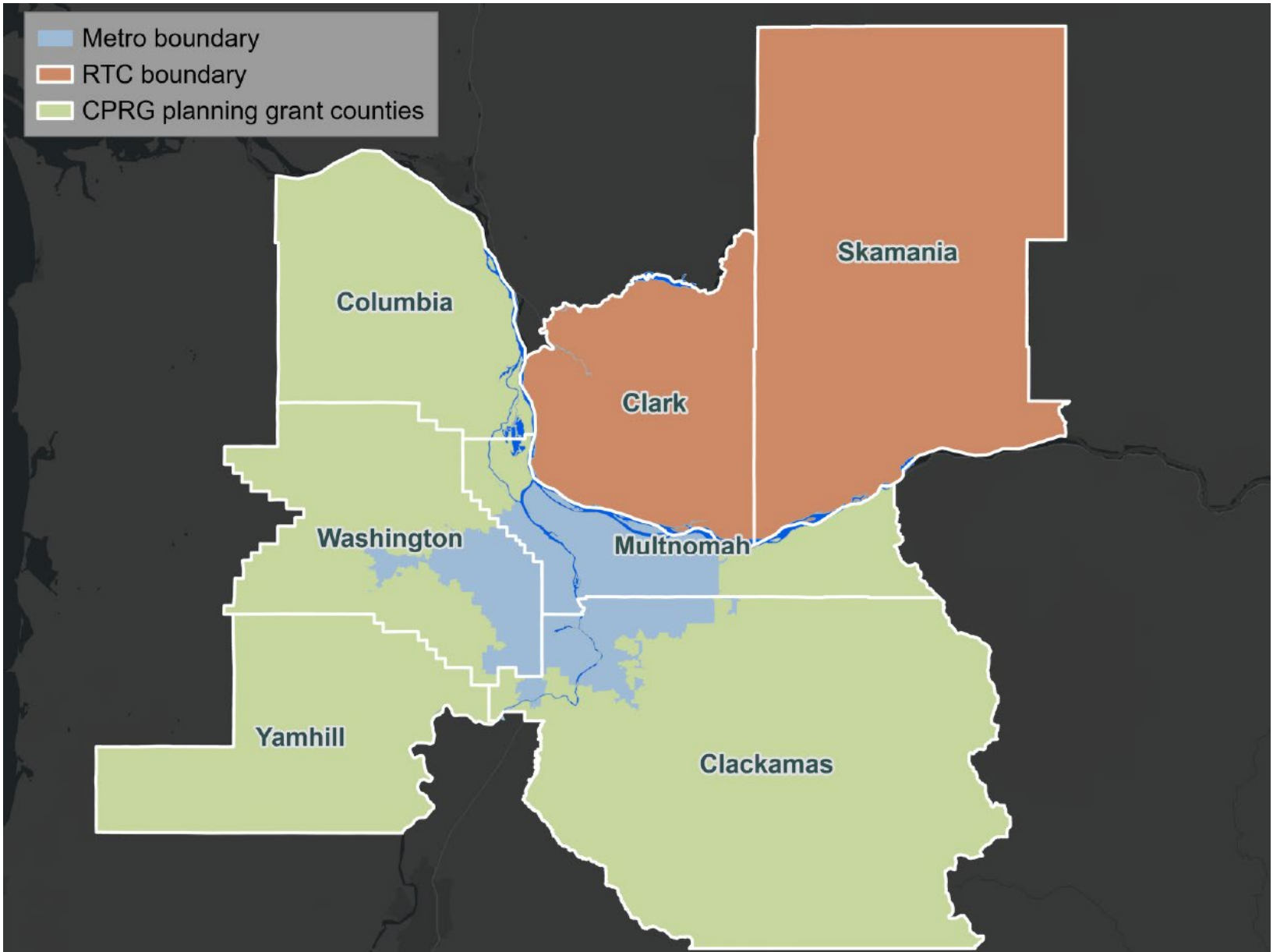
What are the CPRG planning grants?

The CPRG grants are non-competitive, 4-year planning grants that fund states and metropolitan areas* to create plans and identify strategies that:

- Significantly reduce greenhouse gases (GHGs) and offer other co-benefits
- Can be readily implemented by agency partners
- Are aligned with federal and state climate funding sources

** The Portland-Vancouver metropolitan statistical area (MSA) includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington and Yamhill counties.*

CPRG planning grant boundaries



Source: County of Clark, WA, Oregon Metro, Oregon State Parks, WA State Parks GIS, ESRI, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS

About the Climate Partners' Forum

The Climate Partners' Forum is a group of self-nominated technical staff from agencies across the MSA who help to steer the CPRG planning grant. These forum members...

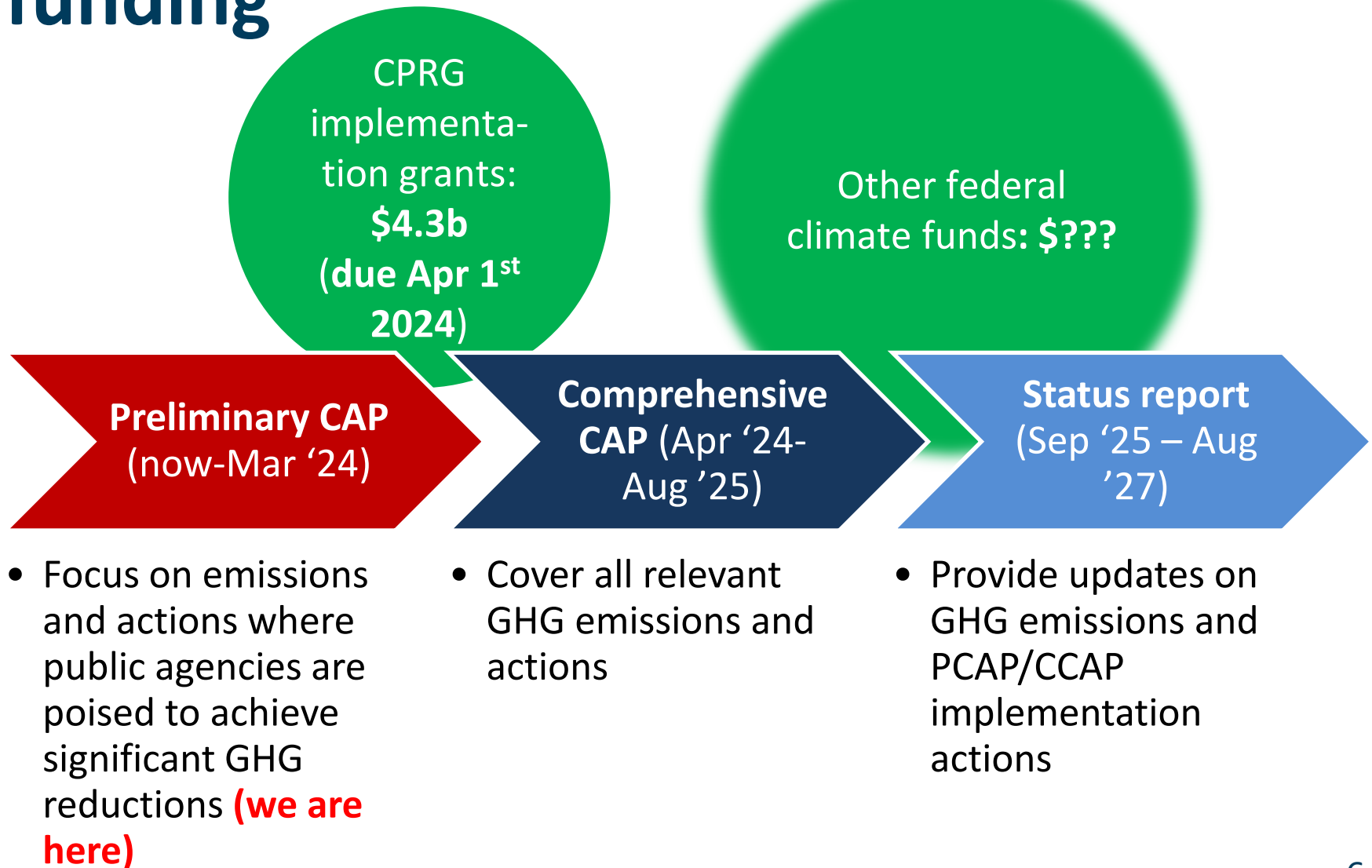
- review deliverables and provide feedback at key points
- are typically lead climate staff in their organization
- have expertise in different GHG emissions sectors and strategies (e.g., energy, buildings, transportation)\
- may join or leave the Forum at any time, and may invite other staff within their agency to participate.

Climate Partners' Forum members

City of Beaverton
Clackamas County
Clark County
Clark County DPH
Columbia County
City of Gresham
City of Hillsboro
City of Lake Oswego
City of Milwaukie
Metro
Multnomah County
ODOT
Oregon DEQ
Oregon DOE

Port of Columbia County
Port of Vancouver
Portland (BPS, PWB, PBOT, BES)
Portland Public Schools
SW Washington Regional Transportation Council
Skamania County
SW Clean Air
Tualatin Hills Parks & Recreation District
City of Tigard
TriMet
City of Tualatin
City of Vancouver
Washington County

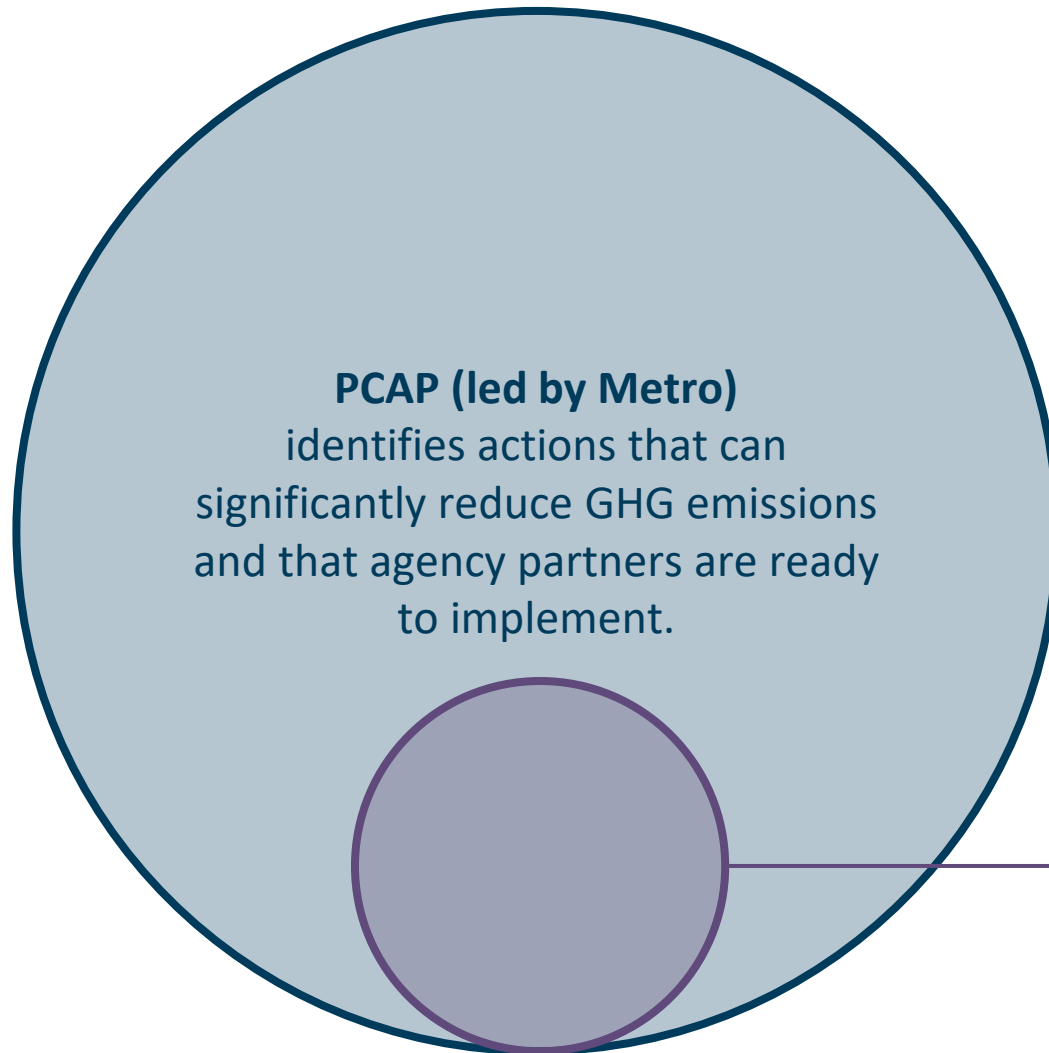
Two rounds of planning, two rounds of funding



CPRG implementation grants: the basics

- Total funding available: \$4.3b
- Individual grant amount: \$2m-500m
- Number of awards expected: 30-115
- EPA expects 50-70% of grants to be <\$10m
- Match required: none
- Grant period: 5 years
- Eligible applicants: states, municipalities, and tribes
- *Projects must be included in a PCAP to be eligible for CPRG implementation grants.*

The PCAP and CPRG implementation grants are related, but distinct



What actions belong in the PCAP?

The PCAP will be an *action-driven* plan that reviews potential projects and highlights those that best align with EPA's implementation funding criteria. It will focus on projects that:

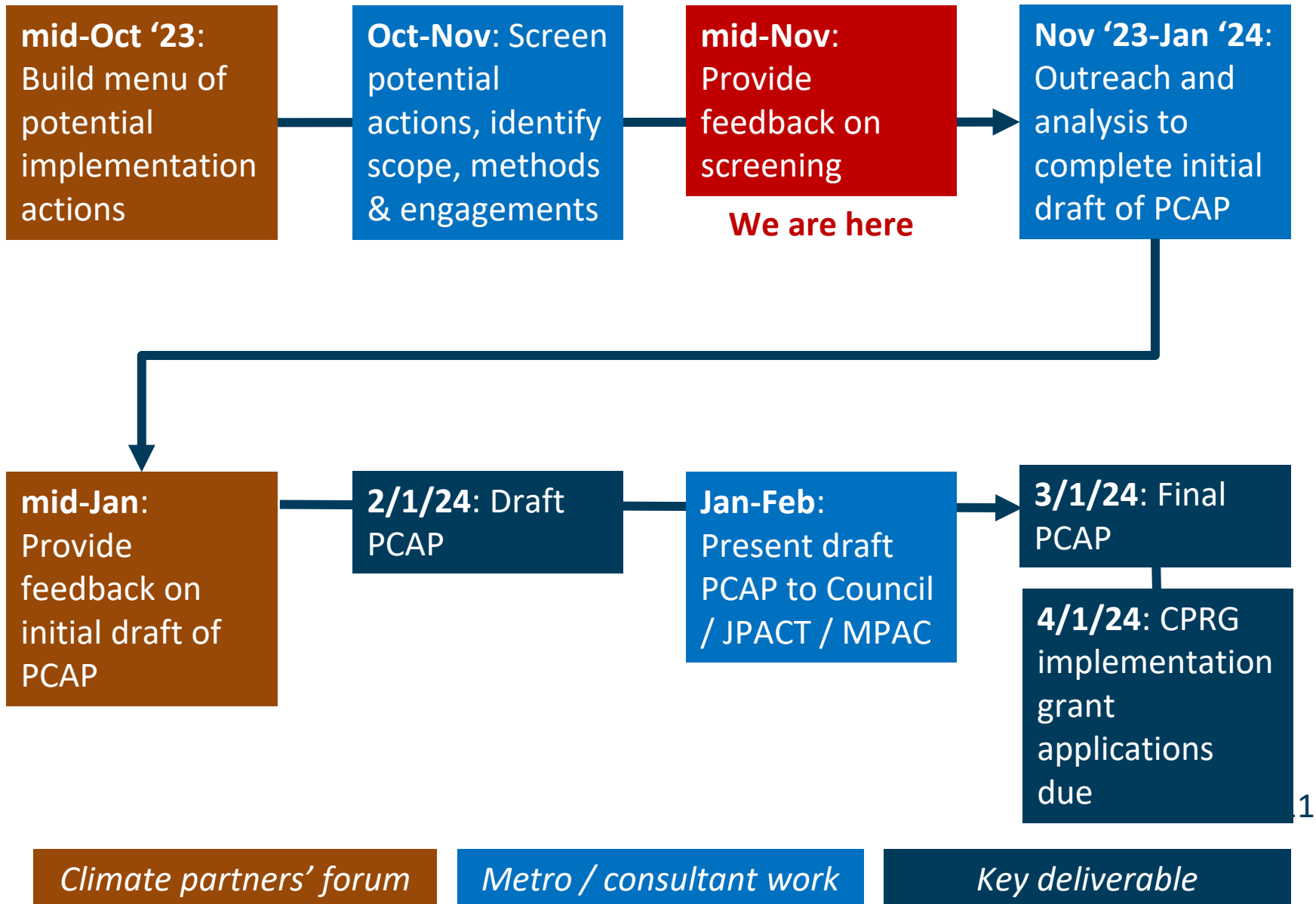
- Are focused on reducing GHGs
- Can reduce GHG emissions within 5 years
- Are documented in existing plans
- Are detailed enough for us to understand potential GHG reductions, costs, and work plans
- Can be led by public agencies
- Have a clear lead applicant with the capacity to develop an application

What is EPA looking for?

The notice of funding opportunity (NOFO) mentions the following evaluation criteria:

- Significantly reduce GHG emissions in a cost-effective manner (60 points)
- Have a clear, well-thought-out work plan (45)
- Have reasonable, well-documented budgets (45)
- Benefit people living in federally-designated Low Income and Disadvantaged communities (35)
- Have a sound plan to track implementation and performance (30)
- Are led by agencies with a track record of successfully managing EPA grants (30)
- Provide quality jobs (5)

PCAP: 5-month timeline

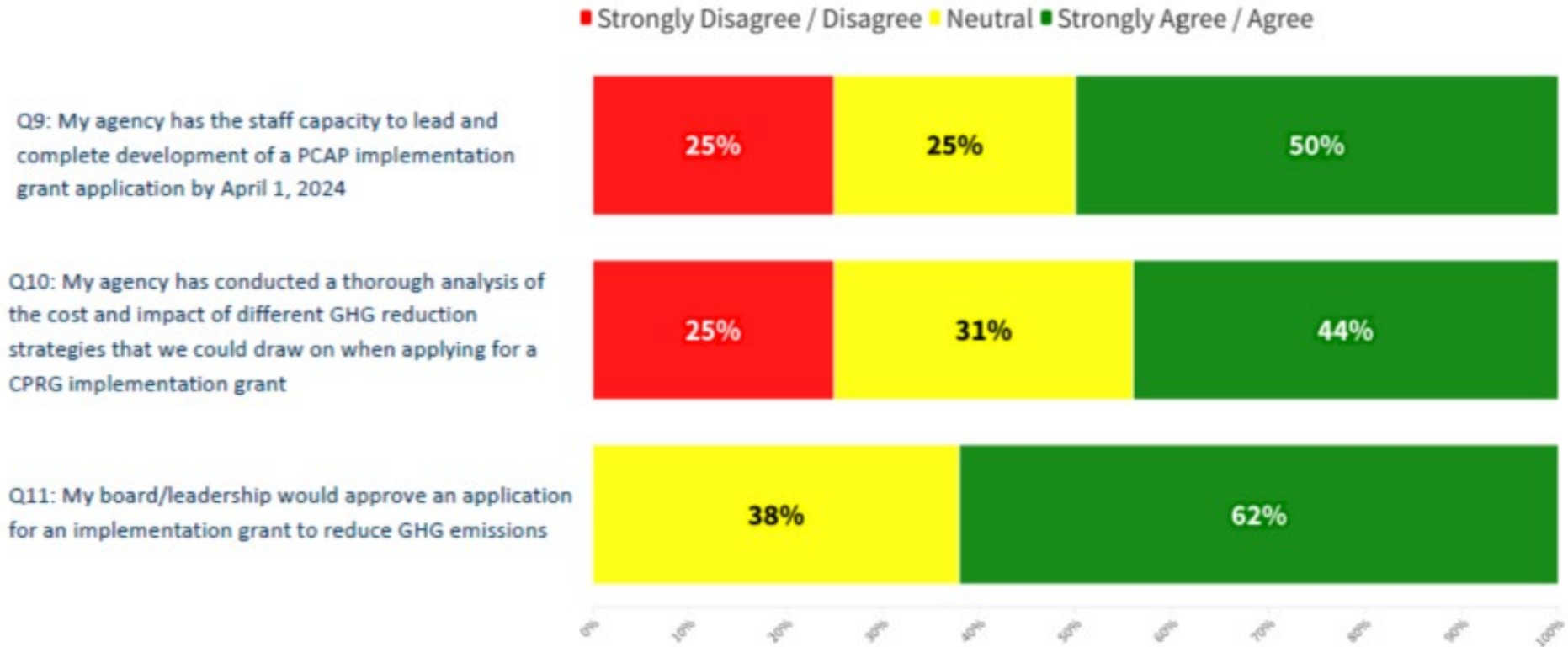


Coordination is critical



In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants.

Partner agency surveys: lots of great ideas, limited capacity to apply



Initial screening criteria

- Readiness: is information available?
- GHG reductions: likelihood of significant GHG reductions within 5 years
- Local agency authority: authority, resources and experience to lead implementation
- Scalability: can it benefit multiple agencies or communities within the MSA?
- Co-Benefits: especially with respect to equity

Priority action category 1: Support EV transition through charging infrastructure

Category Examples of actions	Screening Opportunities	Screening Barriers
1. Support EV transition through charging infrastructure		
<ul style="list-style-type: none"> • Implement/incentivize charging in existing multifamily residential developments • Implement/incentivize charging in destination locations (Level 3) • Incentivize workday charging in publicly available locations • Implement code to mandate charging at all dwellings 	<p>Readiness: Quantifiable, some modeling performed</p> <p>Co-Benefits: Meets charging needs in a type of housing where low-income people commonly live</p>	<p>Scalability: It is technically challenging to retrofit buildings for charging</p> <p>Local Authority: Some actions require coordination with State agencies, utilities, and/or property owners</p>

Priority action category 3: Make transit convenient, frequent, accessible and affordable

Category Examples of actions	Screening Opportunities	Screening Barriers
3. Make transit convenient, frequent, accessible, and affordable		
<ul style="list-style-type: none"> • Expand the public transit system to better serve communities that currently have limited service • Redesign roads and use transit signal priority to reduce delays for transit • Use shuttles, microtransit, and similar serves to provide first/last mile connections • Increase service to workplaces 	<p>GHG Reductions: Identified as a high-impact strategy in regional climate plans</p> <p>Readiness: Quantifiable, modeling performed,</p> <p>Local Authority: Agency partners have a track record of successful implementation</p> <p>Scalability: many actions can increase ridership without requiring a long-term operational investment</p>	<p>Scalability: CPRG implementation grants cannot fund ongoing operation of new transit service</p>

Priority action category 4: Make biking, walking and active transportation safe and convenient

Category Examples of actions	Screening Opportunities	Screening Barriers
4. Make biking, walking and active transportation safe and convenient		
<ul style="list-style-type: none"> • Access to transit (first and last mile connections to transit service) • Complete key gaps in the regional active transportation network • Safe routes to school • Transportation demand management 	<p>GHG Reductions: Identified as a medium–impact strategy in regional climate plans</p> <p>Co-benefits: High priority for residents of marginalized communities and families, health/pollution co-benefits</p> <p>Local Authority: within local control, agency partners have a track record of successful implementation</p>	<p>Scalability: Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions.</p>

Priority action category 5: Use technology to actively manage the transportation system

Category Examples of actions	Screening Opportunities	Screening Barriers
<p>5. Use technology to actively manage the transportation system</p> <ul style="list-style-type: none"> • Intelligent traffic systems • Real-time traffic management • Pricing strategies (tolling, per-mile fees, parking pricing) 	<p>Readiness: Quantifiable, modeling performed</p> <p>Local Authority: most strategies are within local control, agency partners have a track record of successful implementation</p> <p>GHG Reductions: identified as a medium-impact strategy in regional climate plans; low-cost actions can have significant results</p> <p>Scalability: significant planning already underway; parking pricing implements new Oregon climate-friendly planning requirements</p>	<p>Scalability: Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions.</p> <p>Local Authority: tolling and per-mile pricing would likely need to be led by the State</p>

Priority action category 6: Improve building energy efficiency

Category Examples of actions	Screening Opportunities	Screening Barriers
6. Improve building energy efficiency in residential single family and multi-family dwellings		
<ul style="list-style-type: none"> • Support weatherization and efficiency upgrades in new and existing buildings • Incentivize ductless heat pump upgrades • Incentivize wood stove replacements 	<p>Readiness: quantifiable, some modeling</p> <p>Local Authority: within local control, agency partners have a track record of successful implementation</p> <p>Co-Benefits: Can produce significant equity benefits if administered if improvements are focused on affordable housing</p>	<p>Scalability: Individual projects often have minor impacts; likely need to bundle multiple high-priority projects to demonstrate significant GHG reductions.</p> <p>Local Authority: May require coordination with the state, which has authority over energy efficiency requirements in new buildings</p>

Other categories not related to transportation / land use

- 2. Switch to cleaner fuels / vehicles in agency fleets
- 7. Support community-wide adoption of renewable energy
- 8. Expand food waste reduction
- 9. Expand anaerobic digesting and composting

Next steps

- Early December: Metro team releases detailed screening results
- Early December: Draft Oregon state PCAP available for review
- 12/11: Oregon Global Warming Commission discusses draft Oregon PCAP
- December: Metro CPRG updates at transportation and land use technical committees
- December-January: Additional engagement with non-agency partners (e.g., CBOs, utilities, trade organizations, subject matter experts etc.)
- TBD: Draft Washington state PCAP available for review

Reach out if you have questions! eliot.rose@oregonmetro.gov

Discussion questions

- What questions do you have about the CPRG grant and Metro's approach to leading it?
- Do you have questions or feedback about the transportation- and land use-related actions that are recommended for consideration in the PCAP?
- Are there relevant efforts or stakeholders in your community that we should know about?

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Priority action category 2: Fuel switching for agency operation use

Category Examples of actions	Screening Opportunities	Screening Barriers
2. Fuel switching for agency operational use		
<ul style="list-style-type: none"> • EV fleet purchases and charging infrastructure • EV school and transit bus purchases with charging infrastructure • Bulk procurement of renewable diesel for public fleets with potential to partner with private fleets 	<p>Co-Benefits: air quality improvements, especially for school and transit buses</p> <p>Local Authority: within local control</p>	<p>Readiness: Quantifiable, some modeling performed</p> <p>GHG reductions: might take more than 5 years to show significant reductions</p> <p>Scalability: charging infrastructure could be difficult to scale</p>

Support community-wide adoption of renewable electricity

Category Examples of actions	Screening Opportunities	Screening Barriers
<p>7. Support community-wide adoption of renewable electricity</p> <ul style="list-style-type: none"> Community-wide shift to using renewable electricity (automatic subscription with opt out) 	<p>Readiness: quantifiable, some modeling</p> <p>GHG reductions: Single action produces significant benefits.</p>	<p>Scalability: There may not be enough renewable generation capacity to meet demand in many communities</p> <p>Local Authority: requires collaboration with utilities to ensure demand for renewable electricity will be met.</p>

Expand food waste reduction

Category Examples of actions	Screening Opportunities	Screening Barriers
<p>8. Expand food waste reduction</p> <ul style="list-style-type: none"> • Expand food recovery and distribution programs • Expand food waste reduction education programs 	<p>Readiness: quantifiable, some modeling</p> <p>Local Authority: within local control, expands existing regional programs</p> <p>Co-Benefits: Opportunity to direct usable surplus to those in need</p>	<p>Scalability: Limited detail in regional plans</p>

Expansion of anaerobic digestion and composting

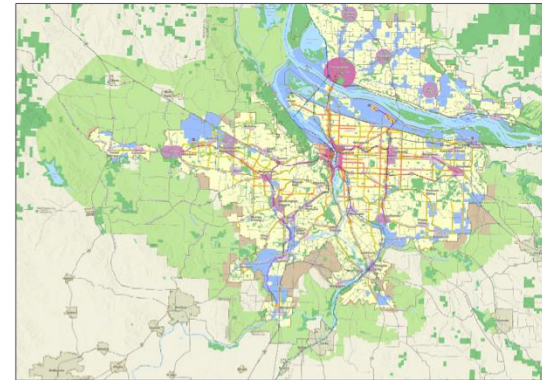
Category Examples of actions	Screening Opportunities	Screening Barriers
9. Expansion of anaerobic digestion and composting		
<ul style="list-style-type: none"> Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities Expand the availability of compost collection throughout the metro area 	<p>Readiness: quantifiable, expansion of existing capacity is achievable in short term</p> <p>Scalability: leverages existing programs and regional capacity</p>	<p>Local Authority: within local control, requires additional resources and collaboration at the local level</p>



2023 Regional Transportation Plan Next Steps

December 1, 2023

Kim Ellis, AICP, RTP Project Manager



Regional Transportation Plan adopted by JPACT and Council

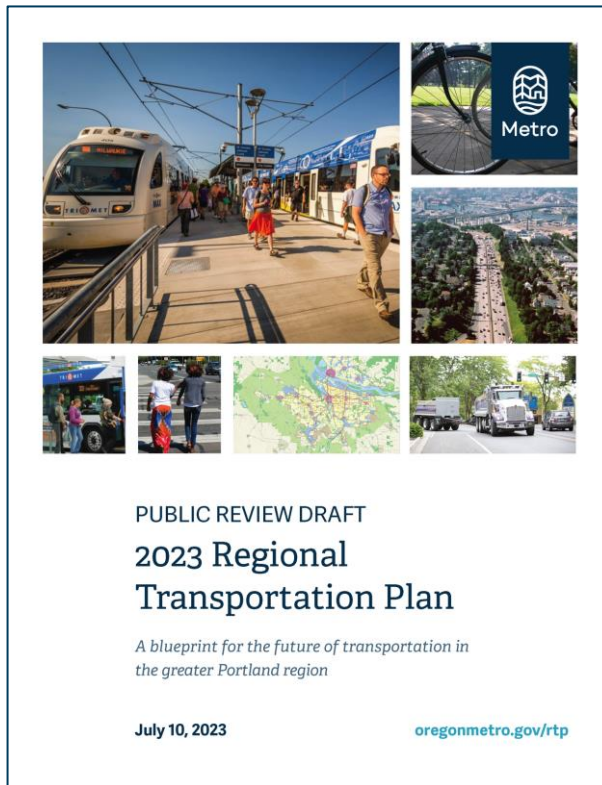
Sets the course for moving the region safely, reliably and affordably for decades to come

Establishes priorities for federal, state and regional funding

Resets clock – next update due by Nov. 30, 2028



The result is an updated plan and high capacity transit strategy



Public review draft documents and technical analysis will be updated to reflected specific changes adopted by JPACT and the Metro Council and published in Spring 2024.

Provides an updated vision, goals and policies for the future



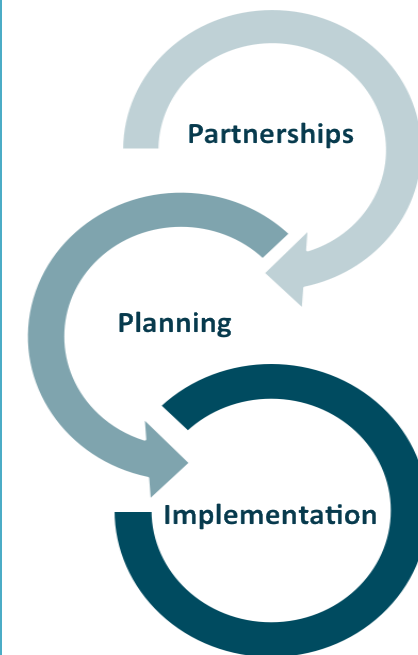
Vision---->

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 vision and goals developed by JPACT and Metro Council with input from MPAC and CORE

Sets the foundation for future work, investment and collaboration

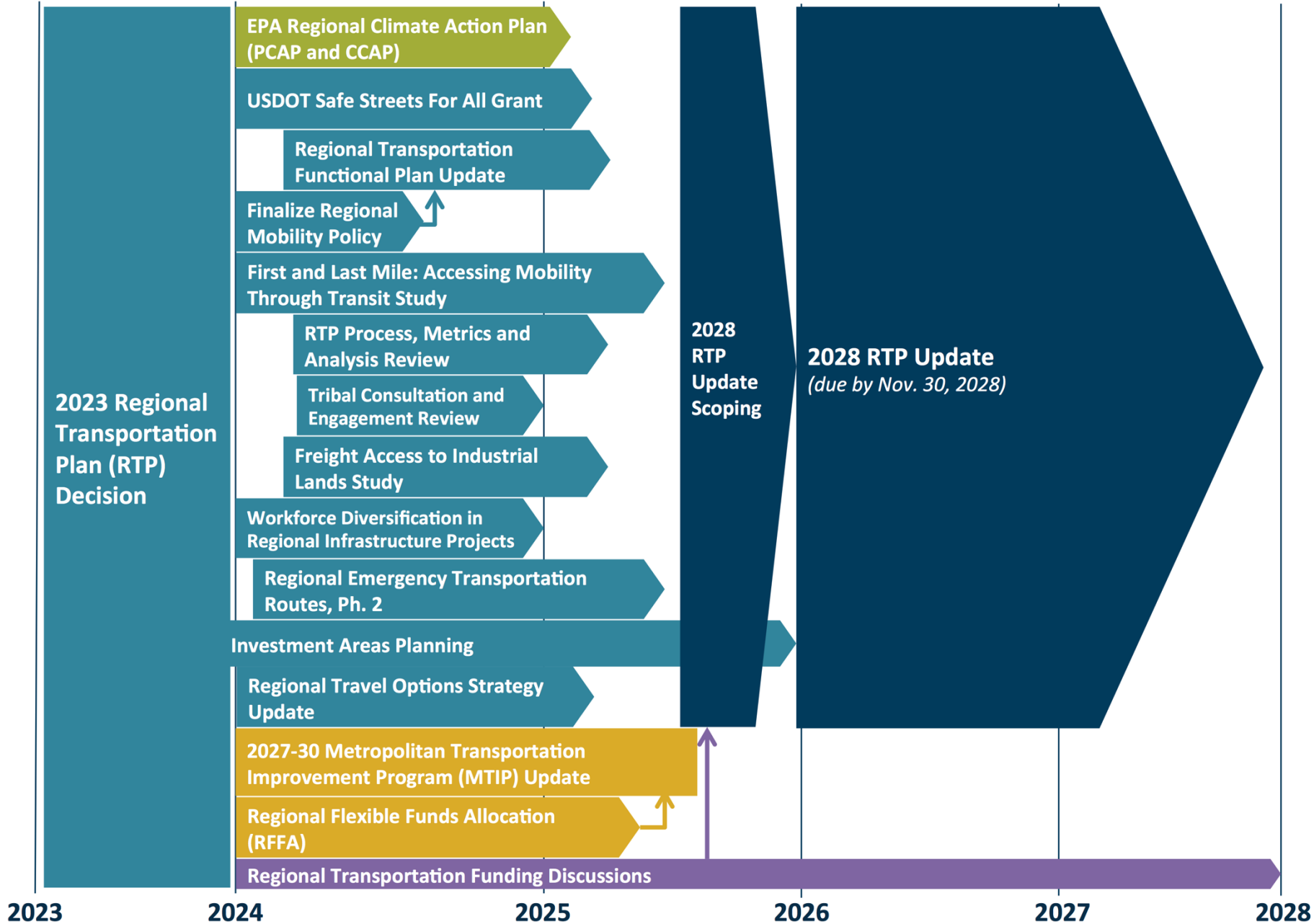
Planning activity	Lead Agency(ies)	Proposed timing
Regional Transportation Funding Discussions -includes regional bridges	Metro, JPACT	2024-28
2040 Growth Concept Refresh	Metro	Pending Council direction
2027-30 Metropolitan Transportation Improvement Program (MTIP) Update	Metro	2024-25
2027-30 Regional Flexible Funds Allocation (RFFA)	Metro	2024-25
Regional Transportation Functional Plan Update - includes regional mobility policy implementation	Metro	2024-25
RTP Process, Metrics and Analysis Review	Metro	2024-25
Connecting First and Last Mile: Accessing Mobility through Transit Study	Metro	2024-25
Emergency Transportation Routes Project Phase 2	Metro & RPDO	2024-25
Freight Access to Industrial Lands Study	Metro & Port	2024-25
Regional Travel Options Strategy Update	Metro	2024-25
Workforce Diversification in Regional Transportation Infrastructure Projects	Metro	2024
Tribal Consultation and Engagement Review	Metro	2024



Other Metro planning activities underway

Planning activity	Lead Agency	Timing
EPA Regional Climate Action Plan (PCAP and CCAP)	Metro	2023-25
USDOT Safe Streets for All (SS4A) Grant	Metro	2023-25
Investment areas planning (82 nd Transit Project and TV Highway Transit and Development Project)	Metro & TriMet	2023-24
Westside Multimodal Improvements Study	Metro & ODOT	2023-24

2023-28 Metro Regional Transportation Planning and Investment Activities



What's next?

- **Email notice of adoption** to RTP interested parties list
- **Submit notice of adoption to DLCD**
- **Update public review draft document and technical analysis** to reflect specific changes adopted in Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496
- **Begin discussion of 2024 JPACT Work Program** at December JPACT meeting
- **Develop more detailed schedules and work plans** for Metro planning activities



Thank you!



Metro

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