

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 5, 2024
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: 765069
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)• 2027-30 STIP update (Neelam Dorman)• Cascadia Ultra-High-Speed Rail FRA Grant Award Update (Ally Holmqvist)• TPAC Survey Results & Discussion (Chair Kloster)	
9:30 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, Dec. 1, 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 24-5380 <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose of adding or amending eight projects to the MTIP to meet federal delivery requirements.	Ken Lobeck, Metro
9:45 a.m.	TriMet Forward Together 2.0 Purpose: TriMet staff will provide an overview of the purpose and timeline for Forward Together 2.0, a long-range strategic service plan.	Kate Lyman, TriMet
10:30 a.m.	Adjournment	Chair Kloster

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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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2024 TPAC Work Program

As of 12/29/2023

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

All meetings are scheduled from 9am - noon

<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)• 2027-30 STIP update (Neelam Dorman)• Cascadia Ultra-High-Speed Rail FRA Grant Award Update (Ally Holmqvist)• TPAC Survey Results & Discussion (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-5380 <u>Recommendation to JPACT</u> (Lobeck, 10 min)• TriMet Forward Together 2.0 (Kate Lyman, TriMet; 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)• 2027-30 STIP update (Neelam Dorman)• 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)• Westside Multimodal Improvements Study (WMIS) (Kate Hawkins, Metro, 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)• 24-27 MTIP – Annual Obligation Report and Project Delivery Performance, Outcomes, and Implementation (Cho/Leybold/Lobeck, 45 min)• Overview of Emergency Transportation Routes Phase 2 project (John Mermin; 20 min)	<p><u>TPAC workshop meeting, February 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)• Regional Flexible Funds – Step 1 Programs – Overview (PMs of programs, 45 min)• Project Delivery Workshop – Kick off and Introduction (Lobeck/Leybold, 60 min)

<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) • <i>TriMet – Budget Updates and Programming of Projects (TriMet Staff, 20 min) (PLACEHOLDER)</i> 	
<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) • 2027-30 STIP update (Neelam Dorman) • 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> <ul style="list-style-type: none"> • Project Tracker – Introduction to the new Regional Database (informational) (Ted Leybold/Jodie Kotrlik, 45 min) • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • TriMet and SMART – Budget Updates and Programming of Projects (TriMet and SMART Staff, 40 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
<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) • 2027-30 STIP update (Neelam Dorman) • Fatal crashes update (Lake McTighe) • 28-30 RFFA – Step 2 - Updates <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting June 12, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • 28-30 RFFA – Technical Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
<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) • 28-30 RFFA – Step 2 - Updates <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> <ul style="list-style-type: none"> • Project Delivery Training Series (Leybold/Lobeck, 60 min) • 28-30 RFFA Proposers Workshop (Cho/Leybold/Lobeck, 120 min)
<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) • 28-30 RFFA Step 2 – Call for Projects <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) • Safe Streets for All Update (McTighe, 30 min) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
<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

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| <ul style="list-style-type: none"> • 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) | <ul style="list-style-type: none"> • 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 |
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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: December 28, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during December 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 December FFY 2024 Amendment Amendment Number: DC24-03-DEC

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.	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.
(#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.	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 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.	CANCEL PHASE: 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
(#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.	and construct, given the unavoidable risks and constraints of the project. 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 Regional Trail: Douglas St-Dennis Ave	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.	ADD NEW PROJECT: 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)	ADD NEW PROJECT: 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)				
(#10) ODOT Key # NEW MTIP ID TBD <i>New Project</i>	Metro	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 barriers by finding the most barrier-free travel route for people with disabilities.	ADD NEW PROJECT: 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.
(#11) ODOT Key # NEW MTIP ID TBD-NEW <i>New Project</i>	Metro	Transportation Systems Management & Operations (TSMO) Program Plus	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.	ADD NEW PROJECT: 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.
(#12) ODOT Key # NEW MTIP ID TBD <i>New Project</i>	Metro	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	ADD NEW PROJECT: 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
(#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.	ADD NEW PROJECT: The formal amendment adds the new awarded TSMO project to the MTIP. The ITS Network Equipment Upgrade Purchase is a statewide 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.	ADD NEW PROJECT: 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.	ADD NEW PROJECT: 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 <i>New Project</i>	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.	ADD NEW PROJECT: 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
(#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.	ADD NEW PROJECT: 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.	ADD NEW PROJECT: 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.	ADD NEW PROJECT: 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

Amendment Status:

TPAC Approval Date: December 1, 2023.

JPACT Approval Date: December 14, 2023.

Metro Council Approval Date: Scheduled for January 4th or 11th, 2024.

Estimated Final USDOT Approvals: Mid-February 2024.

Administrative Modifications

There were two administrative modifications completed during December 2024.

AM24-02-DEC1 (December 2024 Admin Mod #1)			
Key	Lead Agency	Name	Change
22440	ODOT	NW 112th Avenue and PNWR rail crossing upgrade	ADD PHASE: The admin mod cancels the Other phase and shifts the funding to a new construction phase to be obligated.
23067	ODOT	I-205: Glenn Jackson Bridge (Columbia River)	ADD PHASE: The administrative modification adds a "Planning" phase to the project by shifting \$200k from PE. The WSDOT support funding is also updated as Other funds.
23247	Portland	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	CANCEL PHASE: Cancel the planning phase and shift the funds to the PE phase as Portland will access the PREASCOPE process for early access to their PE funds.
23250	Portland	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	CANCEL PHASE: Cancel the planning phase and shift the funds to the PE phase as Portland will access the PREASCOPE process for early access to their PE funds.
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	MINOR CHANGE: Update PE phase for the recent HSIP obligation and tweaks Construction as a result. No action in STIP is required as the updates have already occurred.

AM24-03-DEC2 (December 2024 Admin Mod #2)			
Key	Lead Agency	Name	Change
22131	Clackamas County	Courtney Ave Complete Street: River Rd – OR99E	COST INCREASE: Shift CMAQ among phases to boost PE, and add local overmatch to ROW plus Construction phases to address total project cost increase.
23239	Metro	Carbon Reduction Program (Bucket) Reserve	SPLIT PROJECT: Split \$1.8 million of Carbon funds (plus match) and create a separate CRP program revenue bucket supporting Metro's Climate Smart Implementation Program
New Split TBD	Metro	Climate Smart Implementation Program Reserve	NEW SPLIT PROJECT: 1.8 million is being split from Key 23239 to create Metro's Climate Smart Implementation Program funding reserve.
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	COST INCREASE: Add funds to PE and Construction phase to address the protective fencing requirement for the project.

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Friday December 1, 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 Keniston
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Bill Beamer
Sarah Iannarone
Indi Namkoong
Ashley Bryers
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
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
Community member at large
The Steet Trust
Verde
Federal Highway Administration
City of Vancouver

Alternates Attending

Kristin Hull
Dayna Webb
Will Farley
Gregg Snyder
Glen Bolen

Affiliate

City of Portland
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

Members Excused

Eric Hesse
Lewis Lem
Danielle Maillard
Jasia Mosley
Steve Gallup
Shawn M. Donaghy
Ned Conroy

Affiliate

City of Portland
Port of Portland
Oregon Walks
Community member at large
Clark County
C-Tran System
Federal Transit Administration

Guests Attending

Adrienne DeDona
Bryan Graveline
Cody Field

Affiliate

JLA
Portland Bureau of Transportation
City of Tualatin

Dakota Meyer
Jason Beloso
Jean Senechal Biggs
Jeff Owen
Jessica Engelmann
Mat Dolata
Max Nonnamaker
Nick Fortey
Tim Lynch
Tracy Lunsford
Vanessa Vissar

City of Troutdale
Washington State Dept. of Transportation
City of Beaverton
HRD
City of Beaverton
City of Hillsboro
Multnomah County Health Department
Federal Highway Administration
Multnomah County
Parametrix
Oregon Department of Transportation

Metro Staff Attending

Ally Holmqvist, Andre Lightsey-Walker, Andrea Pastor, Caleb Winter, Eliot Rose, Grace Cho, Jake Lovell, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Monica Krueger, Ted Leybold, Thaya Patton, 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.

Comments from the Chair and Committee Members

- Sarah Iannarone reminded the committee on upcoming meetings hosted by the Oregon state legislature special subcommittee on tolling. For interest in the pricing on highways implemented and done right it was encouraged to participate. One meeting was the following morning at PCC Cascades with regard to the Rose Quarter Project and how we might price that right of way. In the afternoon the I-205 tolling project will take testimony at PCC eastside. I really hope that people let the lawmakers at the state level know how we feel about this.

It was noted the weekend meetings allow the public the opportunity to meet with the lawmakers, and with the Governor's pause on tolling earlier based on concerns that peoples' voices weren't being heard. I think it's important that we get a wide range of voices into these conversations about what we desire rather than just not pricing the system. I think we can encourage pricing on the system that really helps us meet our goals of reducing demand on the highways, even as we invest in safety and transportation options for our local communities that than thinking it's an either-or proposition.

Asked by Chris Ford about chairing a new committee, Ms. Iannarone noted HB2973 created a jurisdictional transfer advisory committee at the state level, and I was appointed chair. Kevin Teeter from Beaverton will be the co-chair. The committee has a broad group of people working on this. We'll be heading into the work in the next couple of years and getting recommendations to the joint transportation committee as well as prioritizing jurisdictional transfers each biennium.

<https://docs.google.com/document/d/1wE0sBeUkhHtKAPlwml3zsFE1rRz9o6ZvCYFG-WK1EzY/edit>
<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/HB2793>

Notable elements of HB2793 shared by Chris Ford:

- The Jurisdictional Transfer Advisory Committee is established within the Department of Transportation. The committee consists of 11 members appointed by the Governor...
- The committee will review applications for JTs and develop a list of 3 to recommend for

funding. Report is due by Sept 15 of even numbered years

- ODOT will adopt rules specifying the application process
 - Applicants need to provide at least 20% of cost and submit a community vision plan for managing and improving the highway
 - There's a list of factors the committee needs to take into account, like maintenance conditions, community effects, safety, etc
- Tara O'Brien announced this weekend TriMet is launching our 18th frequent service bus line, upgrading the line 48 Cornell to frequent service. Washington County folks are excited about this since it's been on their list for a while. TriMet continues to implement Forward Together and improve service across the region.
 - Chris Ford announced the Region 1 Transportation Commission meeting on the coming Monday. The agenda and materials have been placed on the website. R1ACT website: <https://www.oregon.gov/odot/Get-Involved/ACT/R1ACT-12042023-agenda.pdf>
Included on the agenda is an update on the Interstate Bridge Project. Another item is a presentation on the ODOT revenue forecast with David Porter from the State Economist office. There will also be conversation on the 23-25 ACT work plan.
 - **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted during November 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. It was noted this was the first month names from Vancouver have been included to reflect the region. The names read acknowledge the traffic deaths in the region. The information presented to TPAC last month with Safe Streets for All report will begin to take a deeper dive into traffic safety over the next year with the Safe Streets for All grant with regional partners. It was encouraged to connect with JPACT and share your thoughts with them on where to prioritize efforts on safety.
 - **Administrative amendment to 2023-24 UPWP to increase budget for Climate Smart Implementation program** (Chair Kloster) The memo in the packet from John Mermin describes the budget amendment that brings new funding and capacity to our climate program. This week we heard the new Federal climate target requirements for MPOs. 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. Questions on this can be directed to John Mermin.
https://www.fhwa.dot.gov/environment/ghg_measure/

Chris Ford added around the GHG rule impacts. The rule was only finalized two days ago, on 11/29, so ODOT staff are just starting to look through it. It will add GHG to the state/MPO target setting/reporting, adding to other Transportation Performance Management (TPM) measures. [TPM was initially established with the 2012 federal transportation bill.] GHG targets need to be declining, and coordination with MPOs will be part of our activities.

- **Cascadia Ultra-High-Speed Rail FRA Grant Award** (Ally Holmqvist, Metro/Jason Beloso, WSDOT/Vanessa Vissar, ODOT) Since the last presentation to the committee grants have been submitted for funding on the project. WSDOT submitted applications for \$198 million of federal funding through two FRA grant programs (Federal-State Partnership [FSP] Program, Corridor ID [CID] Program).

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.

The Federal State Partnership Program is 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). Awards are anticipated to be announced late this year and will be reported on at TPAC early next year.

- **2024 Meeting and Workshop Schedule** (Chair Kloster) It was noted the 2024 TPAC meeting schedule was included in the packet, with monthly committee meetings and five workshops listed, if needed. A survey will be sent to the committee to ask interest in occasional hybrid meetings that offer in-person options. Included in the survey will be further DEI training and/or TPAC book club.
- **Updated December 8 Deadline for Federal Aid Urban Boundary Comments** (Chair Kloster) Metro has heard from the consultant doing the Federal Aid Urban Boundary (FAUB) update. The link where cities and counties comment directly on the census driven boundaries that define our federal planning areas as shared: <https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7> The deadline to provide comments has been moved up to December 8. Questions can be directed to Glen Bolen, ODOT.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from November 3, 2023

Minutes from TPAC November 3, 2023 were approved unanimously with no abstentions.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 23-5372

Recommendation to JPACT (action item) (Ken Lobeck) The amendment bundle was described that contained 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

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, and have a clear lead applicant with the capacity to develop an application.

Comments from the committee:

Kristin Hull asked when you say reduce GHG emissions within five years what methodologies and how defined are needed to define GHG reduction in five years? One of the things we're struggling with is for transportation projects that we know contribute to GHG reductions, with on a large scale as you put them together it starts to tackle the 40% of HGH from transportation. On the individual scale it can be very hard to demonstrate a reduction, particularly in a 5-year time horizon. Is this a hard criterion, or documentation with methodology associated with it? Or is it generally more aspirational criteria?

Mr. Rose noted EPA has not specified a methodology for us to use in quantifying these projects. They provided a lot of resources, but the resources that they prioritize is emphasized as transportation projects. There is no orthodox or one right way to quantify them. And so, I've asked our consulting team to kind of work backwards and start with the actions that we think we should be pursuing based on a high-level screening. And they recommend methodologies that we think are best suited to capture the benefits of different strategies.

Gerik Kransky noted one example of an emissions quantification tool that some agencies are using in this context is the EPA's Diesel Emissions Quantifier:

<https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>

This is only relevant for transportation projects that address vehicles directly, not transportation infrastructure. EPA has produced some additional guidance on this topic, here:

<https://www.epa.gov/state-and-local-transportation/estimating-emission-reductions-travel-efficiency-strategies>

One final EPA tool related to quantifying emissions impact of state and local climate actions, in response to Kristin's question: <https://www.epa.gov/statelocalenergy/quantified-climate-action-measures-directory>

A link to the USDOT climate rule press release was shared:

<https://highways.dot.gov/newsroom/biden-harris-administration-finalizes-greenhouse-gas-emissions-reduction-tool-moves>

Sarah Iannarone asked are things like dashboards and other data tools part of the eligible projects. Or is it only harder infrastructure type things? Can we do tracking projects as well? Mr. Rose noted the funding opportunity lists are what we're dealing with. Like a lot of federal documents, they are rather vague and agencies will want to allow themselves some latitude and flexibility in how they interpret applications. My read on the information is no. But even if we were able to demonstrate some potential reductions from some sort of data dashboard it's important to keep in mind that these are competitive grants.

We need to think about what's going to be the most competitive projects for our region to pursue. In the next round of grants, we are looking across a broader set of ideas with the things that have

been the cornerstones of our climate strategies. It was noted that data information with evaluations are beneficial and possible opportunities with projects as they come forward. The CCAP is also a place where some of these ideas can be developed with more time and integrated with strategies across the region.

The presentation resumed with the evaluation criteria EPA is looking for in the notice of funding opportunity (NOFO):

- 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)

The PCAP 5-month timeline was presented. The importance of coordination was noted. 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. The initial screening criteria of projects was presented:

- 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 categories were described:

Support EV transition through charging infrastructure

Make transit convenient, frequent, accessible and affordable

Make biking, walking and active transportation safe and convenient

Use technology to actively manage the transportation system

Improve building energy efficiency

And Other categories not related to transportation / land use

Next steps with the program were described.

Comments from the committee:

Gregg Snyder asked how does the TriMet electrification play into this grant? Is this being seen by TriMet as one of the kinds of main areas where we could electrify the fleet, or is this something that's different?

Tara O'Brien noted the Clean Corridors Plan that had been out for public comment, which helps us prioritize where we're planning to deploy zero emission buses.

<https://trimet.org/bettertransit/pdf/Clean-Corridors-Plan.pdf> That's something we're definitely looking at as a guide as we're evaluating the best options for this grant, to put forward ourselves or with partners for the best way to fund the zero emission fleet transition. This can clearly quantify the emissions reduction benefits and actual GHG reduction impacts, as well as the air quality and equity perspectives. We are looking at this holistically to meet our existing needs, free up funds elsewhere, find opportunities to make transit priority investments that could lead to additional GH VMT reductions.

It was noted it's really a challenge to seek a one-time capital funds grant for operations. So seeking funds for service through this grant opportunity would be a challenge because we would need to have another funding source to continue to fund that afterwards. We look forward to working with the new JPACT subcommittee to identify funds for ongoing ONM.

Mike McCarthy requested the presentation and any extra notes on the Clean Corridors Plan or others be forwarded to the committee. Mr. Rose confirmed this would be done. Chair Koster added the *FHWA National Performance Management Measures Assessing Performance of the NHS, GHG Measure* AMPO General Analysis would be forwarded to the committee as well.

Dyami Valentine strongly encouraged us to think at a regional level on this. And I think Metro taking the lead and submitting an application on behalf of the region for a number of factors, not just in terms of the number awards that EPA anticipates but for making the most compelling and competitive application with the ability to demonstrate and monitor the level of impacts of various strategies. Having collaborative partnerships and understanding the kind of resource, intensive demand and time and preparation of an application. I effectively see the PACP that you're developing now, helping prepare that application because I think it will be a challenge to pull something together within the timeframe.

To that end, I would look to the way that the Statewide Transportation Improvement Fund program is administered as a good example of a potential approach to administering a program, which has TriMet effectively developing the plan on a biannual basis that is submitted to the state to receive funds that includes projects by each subrecipient, and those funds essentially would be distributed based on those eligible projects that would be reflected in the PCAP.

Gerik Kransky noted the transportation strategy section at DEQ are working on the statewide application as well. Thinking about the implementation considerations if awarded funding, how much analysis has Metro and their consultants done around the vehicle charging infrastructure proposal. We have run into a few barriers with the Build America Buy America requirements associated with the sourcing of steel, and increasingly the sourcing of cable housings and composites. Do you have any clarity on this, or if your consultants might be able to look into Build America Buy America compliance for charging infrastructure. Mr. Rose noted this is a key portion of this grant and it's very challenging to navigate for certain types of projects. It's a little ahead of where we are at the detail level right now but I think it's definitely an important downstream consideration as we get more specific with these actions.

Mr. Kransky added current DEQ charging program that may offer an opportunity for collaboration in a CPRG application for zero emissions medium and heavy-duty fleets and transit providers:

<https://www.oregon.gov/deq/air/programs/Pages/OZEF.aspx>

Allison Boyd noted knowing the quick turnaround may be difficult, but I think it would be great if we could work on a regional ask like Mr. Valentine noted. Doing something where we can bundle projects across the region for transportation. At the smaller, local scale a lot of projects may not meet those criteria. But if we look at how we could bundle projects like active transportation with things like the Better Bus program and things that can be pulled together it would help us form a great way to start working towards these climate goals discussed in the RTP. Are you planning to bring this to JPACT soon? Mr. Rose noted this is the technical work right now and once we have a more detailed list of recommendations and strategies we'll have a clear plan to present to JPACT on

how they can best support the advancement of those strategies.

Karen Buehrig supported the idea of doing a sort of regional type of application, knowing it's complicated. When looking at the information they are looking for innovative ideas and I'm thinking how we can improve transit ridership and if there's a way we can bundle both clean transit with access to transit, and perhaps the idea is that in each of our regions, improving transit will need a different type of action. In Clackamas County we really need to be able to have sidewalks so people can get to transit. That in itself isn't going to be a compelling ask, but perhaps if it's bundled with a broader ask in something like investing in electrification of the transit system in certain corridors and being able to have a regionwide investment of these other asks, that might be more interesting. I'd be interested in knowing how we can continue to engage in a sort of regional ask, due to the quick deadline and participation development on this.

2023 Regional Transportation Plan Adoption Next Steps (Kim Ellis, Metro) A report following the adoption of the Regional Transportation Plan was provided. It was noted it sets the course for moving the region safely, reliably and affordably for decades to come, establishes priorities for federal, state and regional funding, and 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.

Future work, investments and collaboration planning activities were reviewed. Steps ahead include:

- 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

Jaimie Lorenzini noted at the JPACT meeting there were some comments about an elevated MTAC process for toll projects, and that would be coming to JPACT. Can you explain that? Ted Leybold noted we have the MTIP program presented at TPAC, JPACT and Mero Council. Our initial challenge to operationalize how to adjust consideration of the MTIP bringing projects to MTAC based on general policy direction. We'll represent a new level of defining what was agreed to and what information will be provided in the MTIP amendment process, to inform that decision based on the direction that we're receiving. There is some operational work for the MTIP staff to work on and provide back. You'll be hearing more about this in the coming months.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:00 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 1, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/1/2023	12/1/2023 TPAC Agenda	120123T-01
2	2024 TPAC Work Program	11/22/2023	2024 TPAC Work Program as of 11/22/2023	120123T-02
3	Memo	11/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during November 2023	120123T-03
4	Memo	11/22/2023	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)	120123T-04
5	Memo	11/16/2023	TO: TPAC and interested parties, From: Marie Miller, Metro RE: 2024 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule	120123T-05
6	Draft Minutes	11/03/2023	Draft minutes from TPAC 11/03/2023 meeting	120123T-06
7	RESOLUTION NO. 23-5372	N/A	RESOLUTION NO. 23-5372 FOR THE PURPOSE OF ADDING TO THE MTIP FIFTEEN NEW PROJECT AWARDS PLUS AMENDING AND CANCELING FOUR ODOT PROJECTS TO MEET FEDERAL DELIVERY REQUIREMENTS	120123T-07
8	Exhibit A to Resolution 23-5372	N/A	Exhibit A to Resolution 23-5372	120123T-08
9	Staff Report Memo	11/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December FFY 2024 MTIP Formal Amendment & Resolution 23-5372 Approval Request	120123T-09
10	Slide	12/1/2023	November fatal traffic crash report for Clackamas, Multnomah and Washington counties	120123T-10
11	Handout	N/A	Cascadia Ultra-High-Speed Rail Program Update	120123T-11
12	Handout	11/22/2023	FHWA National Performance Management Measures Assessing Performance of the NHS, GHG Measure AMPO General Analysis	120123T-12

13	Presentation	12/1/2023	December FFY 2024 Formal MTIP Amendment Resolution 23-5372	120123T-13
14	Presentation	12/1/2023	EPA Climate Pollution Reduction Grant (CPRG)	120123T-14
15	Presentation	12/1/2023	2023 Regional Transportation Plan Next Steps	120123T-15

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
AMENDING EIGHT PROJECTS TO THE
MTIP TO MEET FEDERAL DELIVERY
REQUIREMENTS**

) RESOLUTION NO. 24-5380
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) 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, an updated project review by the Oregon Department of Environmental Quality has determined that a Congestion Mitigation Air Quality improvement funded project awarded to the Beaverton School District to purchase and install electric vehicle chargers for their buses will not move forward and needs to be canceled; and

WHEREAS, Metro's federal Carbon Reduction Program awarded funding of \$5 million plus \$1 million of Surface Transportation Block Grant from the Unified Planning Work Program Transit Corridor Development category will be committed to the new 82nd Ave Bus Rapid Transit Project Development planning activity in support of TriMet's efforts to secure a Small Starts grant to construct the project; and

WHEREAS, ODOT's OR47/US30 ADA Curb and Ramps upgrade project has experienced unexpected construction phase cost increases and now requires approximately \$3.88 million to address added Utility Relocation and Construction phase costs; and

WHEREAS, TriMet is updating their FTA Section 5310 elderly and disabled persons program service estimates and adding local overmatching funds to better reflect their total program funding commitments; and

WHEREAS, ODOT and West Linn are completing a required rescoping action to the OR43 Willamette Dr at Marylhurst Dr upgrade project due to budget limitations which will now focus only on needed signal and pedestrian improvements at the intersection; and

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

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

WHEREAS, on January 5, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 18, 2024, 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 eight 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 _____ 2024.

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

January FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JA24-04-JAN

The January Federal Fiscal Year 2024 Formal MTIP Amendment adds or amends eleven projects for various reasons to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Beaverton School District Electric Chargers:** The formal amendment cancels the project and removes from the MTIP.
- **New Metro 82nd Ave Bus Rapid Transit (BRT) Project Development:** The formal amendment adds the new Metro led 82nd Ave BRT project development planning effort to assist TriMet as they move forward to secure an FTA Small Starts grant to fund the BRT project. TriMet also will be adding a similar project development project in support of the 82nd Ave BRT (expected in February) that will complete environmental and preliminary design actions. The Metro funded portion is from the new Carbon Reduction Program (CRP) allocation and STBG from the Unified Planning Work Program (UPWP) Transit Corridor Development project grouping bucket in Key 23229.
- **Keys 23239 and 23229:** These two project grouping buckets via a split and transfer action are providing the \$5 million of federal Carbon funds (from Key 23239) and \$1 million of federal STBG (from Key 23229) for the new 82nd Ave BRT Project Development planning project.
- **Standard Formal Amendment Updates (e.g. Cost increases, scope and limit changes, name and description changes, etc.):**
 - Key 22435 – ODOT - OR47/OR8/US30 Curb Ramps: Cost increase.
 - Keys 22185 and 23188 – TriMet – Formula 5310 programs: Update FTA estimates and add overmatch.
 - Key 20329 – West Linn - OR43: Willamette Dr at Marylhurst Dr (West Linn): Adjust project name and description for scope change impacts.

The Exhibit A Tables starting on the next page to Resolution 24-5380 (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 24-5380

January FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JA24-04-JAN

Total Number of Projects: 8

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancelations:				
(#1) ODOT Key # 23462 MTIP ID 71394	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	CANCEL PROJECT: The formal MTIP amendment cancels Key 23462 from the 2024-27 MTIP. DEQ has determined the project will not proceed forward and has requested ODOT to cancel the project.
Category: 82nd Ave Bus Rapid Transit (BRT) Project Development Related				
(#2) ODOT Key # NEW - TBD MTIP ID TBD	Metro	82nd Ave Bus Rapid Transit Project Development: Sunnyside-PDX	Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to assist TriMet obtain a Small Starts grant.	ADD NEW PROJECT: The formal amendment adds the new project to the 2024-27 MTIP which will support the completion of various project development activities as TriMet moves forward to secure a Small Starts grant for the project as well.
(#3) ODOT Key # 23239 MTIP ID 71331	Metro	Carbon Reduction Program Reserve	Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.	SPLIT PROJECT: The formal amendment splits \$5 million of CRP funds (plus match) and transfers them to the new Metro 82 nd Ave BRT project.

(#4) ODOT Key # 23229 MTIP ID 71304	Metro	Transit Corridor Development (FFY 2026)	Metro UPWP RFFA Step 1 funds to study and evaluate the development of future transit transportation corridors in the Metro region	<u>SPLIT PROJECT</u> Split \$1 million of STBG-U (and match) and transfer it to the new Metro BRT Project Development study.
Remaining Standard Project Amendments (e.g. cost increases, scope, limit changes, etc.)				
(#5) ODOT Key # 22435 MTIP ID 71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	<u>COST INCREASE:</u> Add a small Utility Relocation (UR) phase and increase construction to address the revised construction phase estimate
(#6) ODOT Key # 22185 MTIP ID 71214	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2024
(#7) ODOT Key # 23188 MTIP ID 71317	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2025

<p>(#8) ODOT Key # 20329 MTIP ID 70882</p>	<p>West Linn</p>	<p>OR43: Marylhurst Dr– Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)</p>	<p>Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd. Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.</p>	<p>SCOPE CHANGE: The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and will be limited to intersection safety improvements plus upgrades to the traffic signal. Revise project limits and scope based on adjusted cost estimates. Change project name and description as a result.</p>
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Proposed Amendment Review and Approval Steps:

- Wednesday, January 3, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, January 5, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, January 18, 2024: JPACT meeting.
- Friday, February 2, 2024: End 30-day Public Comment period.
- Thursday, February 8, 2024: Final approval from Metro Council anticipated.
- Early March 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 #	23462	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71394	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		24-27-0575	

Summary of Amendment Changes Occurring:
 The formal amendment cancels and removes the project from the 2024-27 MTIP. DEQ awarded the CMAQ funds to the Beaverton School District to support the procurement of EV chargers for their buses. However, the will not now move forward and DEQ has authorized ODOT to cancel the project.

Project Name:	Beaverton School District EV Chargers						
Lead Agency:	Beaverton School District	Applicant:	Beaverton School District	Administrator:	DEQ		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Purchase and install electric wall mount chargers.

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

STIP Description: Purchase and install electric wall mount chargers for electric vehicles (EV).

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	System Management & Operations	Other	Other
ODOT Work Type:	CMAQ		

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									
CMAQ	Y400	2023		—			\$ 70,312		\$ -
CMAQ	Y400	2023						\$ 98,795	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ 62,791					\$ -
Local	Match	2023					\$ 8,048		\$ -
Other	OTH0	2023					\$ 358,212		\$ -
Local	Match	2023						\$ 11,308	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
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:	\$ -	\$ (62,791)	\$ -	\$ -	\$ (436,572)	\$ (110,103)	\$ (609,466)
Phase Change Percent:	0.0%	-100.0%	0.0%	0.0%	-100.0%	-100.0%	-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:	Not Applicable
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? DEQ awarded CMAQ.
2. Does the amendment include changes or updates to the project funding? Yes. The awarded DEQ CMAQ is being removed from the MTIP.
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 review and DEQ approval to cancel the 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	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	2023	Years Active	1	Project Status	0	No activity.	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-24-AUG3
Last Amendment Action	PHASE SLIP: Slip PE phase to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable	—————→					

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?	Yes, per Table 2, Mass Transit
Exemption Reference:	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. The project is not located on any of the Metro transportation networks. The project is not capacity enhancing and removing it does not impact the transportation demand modeling network.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Not Applicable
RTP Project Description:	Not Applicable

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Planning project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

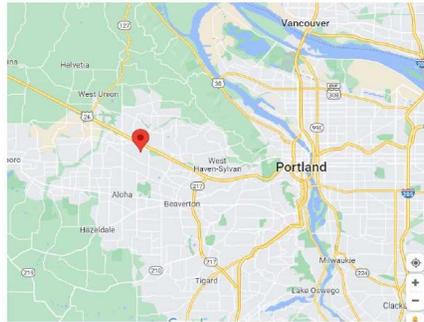
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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? 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 Goal: None.
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 January 3, 2024 to February 2, 2024
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: The decision to cancel ad remove the project was made by DEQ, fund awarding agency.

Fund Codes References

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



Project Location Map



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	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	PE Totals			0.00%	0.00	0.00	0.00%	0.00		0.00
CN	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	Y400	CMAQ congestion mitigation air quality IJA	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
CN Totals			0.00%	0.00	0.00	0.00%	0.00		0.00	
OT	Y400	CMAQ congestion mitigation air quality IJA	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
	OT Totals			0.00%	0.00	0.00	0.00%	0.00		0.00
Grand Totals					0.00	0.00		0.00		0.00



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new Metro awarded CRP
 project development project

Project #2

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	12029	RTP Approval Date:	11/30/2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Metro Carbon Reduction Program (CRP) award to the MTIP in support of the planned new 82nd Ave Bus Rapid Transit (BRT) project. The project development activities will complete pre-design and pre-NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant. Metro's funding includes a \$5 million CRP award and a \$1 million UPWP Next Corridor study grant award. The January Formal Amendment bundle includes a separate similar project for TriMet to complete project development activities in support of their effort to secure the Small Starts grant. The split programming approach is necessary and has been approved by FTA.

Project Name:	82nd Ave Bus Rapid Transit Project Development: Sunnyside-PDX						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FTA	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to assist TriMet obtain a Small Starts grant

MTIP Detailed Description (Internal Metro use only):
 In Portland proposed on 82nd Ave from Sunnyside Ave in the south and then north to Airport Way/PDX, complete project development activities in support of the new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to support TriMet's effort to obtain a Small Starts grant for the project.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Bus Rapid Transit	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	Y601	2024	\$ 5,000,000						\$ 5,000,000
STBG-U	Y230	2024	\$ 1,000,000						\$ 1,000,000
									\$ -
Federal Totals:			\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000

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 (Carbon)	Match	2024	\$ 572,272						\$ 572,272
Local (STBG)	Match	2024	\$ 114,454						\$ 114,454
									\$ -
Local Totals:			\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 686,727

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost							\$ 300,000,000
Total Cost in Year of Expenditure:							\$ 300,000,000
Note: The Estimated total Project cost and YOE cost reflect the total estimated constructed project cost as identified in the RTP for ID 12029.							

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming pre-PE project development activities via a Planning project phase for now.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 686,727
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	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

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%	89.7%
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%

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%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%
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							Aid ID
Federal Funds Obligated:							
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:							12/30/2025
Completion Date Notes: The completion date is for the project development planning study effort only							
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. This project will be under FTA oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro allocated CRP awarded to the project and prior approved UPWP Next Corridor funds.
2. Does the amendment include changes or updates to the project funding? Yes. This is a new project being added to the MTP. The CRP awarded funds are from a ODOT allocation to Metro which Metro Council awarded to the project on 6-15-2023.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Council agenda item awarding the funds.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No OTC or ODOT approval was required. Metro Council approval for the CRP funds 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
	82nd Ave		SE Powell Blvd		NE Airport Way

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	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not. 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: The project limits cross over several EFAs. Most are "yes". Overall People of Color (POC), Limited English (LE), and Limited Income(LI) = Yes
	X			X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X	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

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	The project development portion is considered a planning effort and is not capacity enhancing. The full BRT project is considered capacity enhancing and requires transportation demand modeling analysis.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project development portion (this project) is exempt for a conformity determination. Exemption reference is 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Planning and technical studies.
Was an air analysis required as part of RTP inclusion?	Yes, the full constructed project requires transportation demand modeling analysis. The project development portion (this project) does not require modeling analysis.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, the full constructed project has completed transportation demand modeling analysis as part of the new 2023 RTP base don the LPA.
RTP Constrained Project ID and Name:	ID#: 12029 - HCT: 82nd Ave Transit Project
RTP Project Description:	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally no designation. However, a small portion for 82nd Ave near the airport is designated as a Regional Intermodal Connector.
Yes	Bicycle	In some portions on 82nd Ave in the projects, the arterial is designated as a Regional Bikeway
Yes	Pedestrian	For most of the project limits, 82nd Ave is designated as a Pedestrian Parkway. Near the airport, the designation changes to be a Regional Pedestrian Corridor.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	82nd Ave	MAP 21 NHS Principal Arterials and near the airport, the designation changes to be a Intermodal Connector
Functional Classification	Yes	82nd Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	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? Yes.
3a. If yes, is an amendment required to the UPWP? The SFY 2025 UPWP is being updated to include the project.
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 project.
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 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities. <u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No and Yes. The planning project portion (this project) is not subject to the special performance assessment requirement. The full project once funded will be subject to a special performance assessment evaluation as it exceeds \$100 million in total project cost and is capacity enhancing.

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 January 3, 2024 to February 5, 2024**
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? **Some comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. For this specific project amendment, Metro may receive a sufficient number of comments that may require a comment log.**
7. Added notes: The amendment public comment process will be expanded a little to compensate for the holidays. The comment period will be completed prior to the proposed Metro Council approval date of February 8, 2024. If a significant number of comments (positive or negative) are received, then the project amendment may be pulled from the proposed February Council approval date and push out to a later date if required.

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



Council meeting agenda

Thursday, June 15, 2023 10:30 AM Metro Regional Center, Council Chamber,
<https://www.youtube.com/live/vSo1bJifjSI?feature=share>,
<https://zoom.us/j/615079992> Webinar ID:
 615 079 992 or 888-475-4499 (toll free)

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

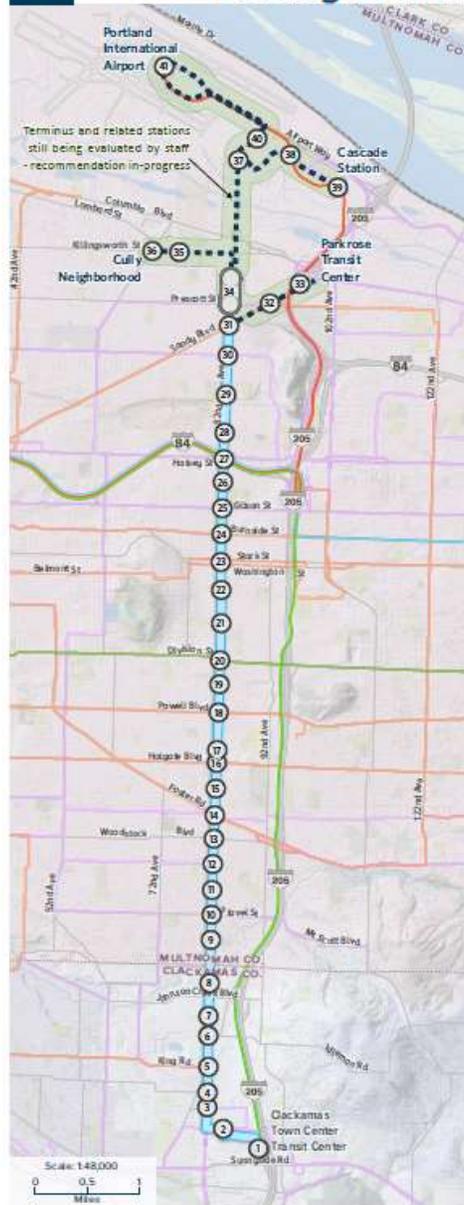
TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

il meeting Agenda June 15, 2023

- 5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.
- Presenter(s): Ted Leybold (he/him), Metro
 Grace Cho, Metro
- Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)



82nd Avenue Transit Project: Discussion Draft Locally Preferred Alternative



Elements of Locally Preferred Alternative (in progress)*

- Bus rapid transit route (north of Sandy Blvd)
 - Potential terminus routing (terminus tbd)
 - General station locations
 - Station location areas still being defined
- Transit Network**
- Green MAX line
 - Red MAX line
 - Blue MAX line
 - Blue, green, red MAX lines
 - FX-2 frequent express service bus line
 - Frequent service bus lines
 - Other bus lines
 - TC Transit centers

*To be recommended by Steering Committee

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Clatsop Ave & SE 82nd Ave
4	South of SE Beyer Dr (Woods) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE City Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Rowell St & SE 82nd Ave
11	SE Rydew & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Maynard St & SE 82nd Ave
16	SE Helgathe Blvd & SE 82nd Ave
17	SE Boker St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDonnell High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Prescott or Alberta St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE Cully Blvd & NE Killingsworth St
37	NE Alderwood Rd & NE 82nd Ave
38	Mt Hood Ave MAX
39	Cascades MAX Station
40	NE Ar Cargo Rd & NE 82nd Way
41	POX Terminus

STAFF RECOMMENDATION

TBD



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

MTIP Formal Amendment
SPLIT PROJECT
 Split and transfer \$5 million CRP to
 the 82nd Ave BRT project

Project #3

Project Details Summary							
ODOT Key #	23239	RFFA ID:	50440	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	71331	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment splits \$5 million of Carbon funds (plus match) and transfers them to the new Metro 82nd Ave Bus Rapid Transit project. Metro is using awarded Carbon Reduction Program (CRP) funds to support the project. The project development activities will complete pre-design and pre-NEPA actions in support of TriMet's effort to obtain a FTA Small Starts grant. Metro's funding includes a \$5 million CRP award and a \$1 million UPWP Next Corridor study grant award. TriMet will be submitting a separate similar project for then to complete project development activities in support of their effort to secure the Small Starts grant as well. The split programming approach is necessary and has been approved by FTA.

Project Name:	Carbon Reduction Program Reserve						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FTA	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	N/A		Delivery as Direct Recipient:	N/A	

Short Description:
 Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.

MTIP Detailed Description (Internal Metro use only):
 Created by the Bipartisan Infrastructure Law, a new funding program created to focus on transportation activities which reduces the emissions of carbon and greenhouse gases from transportation sources. Federal rules and guidance outlines state and metropolitan planning organization requirements for allocating and spending dollars, in addition to defining overarching eligible activities for funds. The Metro allocation of funding for the Carbon Reduction Program is still to be determined but will be guided by the region's Climate Smart Strategy.

STIP Description: Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Other	Other	Other
ODOT Work Type:	OP-Carbon		

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	Y601	2027	-	-				\$ 17,039,213	\$ -
Carbon	Y601	2027						\$ 12,038,213	\$ 12,038,213
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,038,213	\$ 12,038,213

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 (Carbon)	Match	2027						\$ 1,950,214	\$ -
Local (Carbon)	Match	2027						\$ 1,377,827	\$ 1,377,827
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,377,827	\$ 1,377,827

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,989,427	\$ 18,989,427
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,416,040	\$ 13,416,040
Total Estimated Project Cost							\$ 13,416,040
Total Cost in Year of Expenditure:							\$ 13,416,040

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is a PGB bucket supporting specific carbon reduction projects. The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,573,387)	\$ (5,573,387)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-29.3%	-29.3%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,377,827	\$ 1,377,827
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,038,213	\$ 12,038,213
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,377,827	\$ 1,377,827
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,416,040	\$ 13,416,040

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%	89.7%
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	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
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%

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:							N/A
EA End Date:							FMIS or TrAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes: The completion date is for the project development planning study effort only							
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. This project will be under FTA oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro allocated Carbon Reduction Program (CRP) Funds
2. Does the amendment include changes or updates to the project funding? Yes. The formal amendment splits off \$5 million of CRP funds and reprograms them to the new Metro 82nd Ave BRT project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Council agenda item awarding the funds.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No OTC or ODOT approval was required. Metro Council approval for the CRP funds 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
	Not Applicable		Not Applicable		Not Applicable

Note: Key 23239 is a non specific project grouping bucket (PGB) supporting Carbon Reduction Program projects which once approved are split off as separate stand-alone projects in the MTIP.

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

1st Year Programmed	2027	Years Active	0	Project Status	Active	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	December 2023	Last MTIP Amend Num	AM24-04-DEC2
Last Amendment Action	Split \$1.8 million off the PGB to support the Metro Climate Smart Implementation Program						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X					Other performance measure goals may apply depending on specific projects the funds are committed

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	The project development portion is considered a planning effort and is not capacity enhancing. The full BRT project is considered capacity enhancing and requires transportation demand modeling analysis.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project development portion (this project) is exempt for a conformity determination. Exemption reference is 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Planning and technical studies.

Was an air analysis required as part of RTP inclusion?	Yes, the full constructed project requires transportation demand modeling analysis. The project development portion (this project) does not require modeling analysis.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, the full constructed project has completed transportation demand modeling analysis as part of the new 2023 RTP base don the LPA.
RTP Constrained Project ID and Name:	ID#: 11103 - Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally no designation. However, a small portion for 82nd Ave near the airport is designated as a Regional Intermodal Connector.
Yes	Bicycle	In some portions on 82nd Ave in the projects, the arterial is designated as a Regional Bikeway
Yes	Pedestrian	For most of the project limits, 82nd Ave is designated as a Pedestrian Parkway. Near the airport, the designation changes to be a Regional Pedestrian Corridor.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	82nd Ave	MAP 21 NHS Principal Arterials and near the airport, the designation changes to be a Intermodal Connector
Functional Classification	Yes	82nd Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	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? 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)? Not applicable for the generic PGB.
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 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities. <u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No and Yes. The planning project portion (this project) is not subject to the special performance assessment requirement. The full project once funded will be subject to a special performance assessment evaluation as it exceeds \$100 million in total project cost and is capacity enhancing.

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 January 3, 2024 to February 2, 2024**
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? **Some comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. For this specific project amendment, Metro may receive a sufficient number of comments that may require a comment log.**
7. Added notes: The amendment public comment process will be expanded a little to compensate for the holidays. The comment period will be completed prior to the proposed Metro Council approval date of February 8, 2024. If a significant number of comments (positive or negative) are received, then the project amendment may be pulled from the proposed February Council approval date and push out to a later date if required.

Fund Codes References

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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



Council meeting agenda

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<https://www.youtube.com/live/vSo1bJifjSI?feature=share>,
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 615 079 992 or 888-475-4499 (toll free)

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

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

il meeting Agenda June 15, 2023

- 5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.
- Presenter(s): Ted Leybold (he/him), Metro
 Grace Cho, Metro
- Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
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Original Programming for Key 23239

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ODOT Key: 23239 | MTIP ID: 71331

Carbon Reduction Program (Bucket) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2027		\$18,839,213	\$2,156,232		\$20,995,445	<input type="checkbox"/>
	2027	Carbon Reduction - Urban	\$18,839,213	\$2,156,232		\$20,995,445	
Totals >>			\$18,839,213	\$2,156,232	\$0	\$20,995,445	

Reduction made via December 2024 #2 Admin Mod splitting \$1.8 million of STBG from the PGB.

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	Y601	2027						\$ 18,839,213	\$ -
Carbon	Y601	2027						\$ 17,039,213	\$ 17,039,213
								\$ -	\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,039,213	\$ 17,039,213
Note: HSIP in PE and Construction is 100% federal									
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	2027						\$ 2,156,232	\$ -
Local	Match	2027						\$ 1,950,214	\$ 1,950,214
								\$ -	\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,995,445	\$ 20,995,445
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,989,427	\$ 18,989,427
Total Estimated Project Cost									\$ 18,989,427
Total Cost in Year of Expenditure:									\$ 18,989,427

After the December #2 Admin Mod the revised Carbon funds for 23239 is \$17,039,213. \$5 million for the new 82nd Ave BRT planning study project is split through the formal amendment resulting in a revised Carbon amount of \$12,039,213 and required local match.



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

MTIP Formal Amendment
SPLIT PROJECT
 Split \$1 million of STBG funds for
 the 82nd Ave BRT Study

Project #4

Project Details Summary

ODOT Key #	23229	RFFA ID:	50436	RTP ID:	11664	RTP Approval Date:	11/30/2023
MTIP ID:	71304	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment transfers the prior approved UPWP funds supporting Transit Corridor Development activities to the new 82nd BRT Project Development planning project which will focus on project development activities (also being programmed as part of this amendment). Key 23229 functions as a prior approved UPWP project grouping bucket (PGB). The funds support UPWP approved Transit Corridor Development study efforts. When the UPWP approves the specific eligible projects, the funds are split of from the PGB and reprogrammed to the new approved project.

Project Name:	Transit Corridor Development (FFY 2026)					
Lead Agency:	Metro	Applicant:	Metro	Administrator:	Not Applicable	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No	

Short Description:

Metro UPWP RFFA Step 1 funds to study and evaluate the development of future transit transportation corridors in the Metro region

MTIP Detailed Description (Internal Metro use only):

RFFA Step1 UPWP special allocation supporting planning efforts to identify, study, and evaluate the associated opportunity costs for the development of future transit transportation corridors in the Metro Region

STIP Description: Study and evaluate the development of future transit transportation corridors in the Metro region.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Corridor/Area Planning		Planning
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									
STBG-U	Y230	2026	\$ 2,500,000						\$ -
STBG-U	Y230	2026	\$ 1,500,000						\$ 1,500,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	2026	\$ 286,136						\$ -
Local	Match	2026	\$ 171,682						\$ 171,682
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 2,786,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,786,136
Amended Programming Totals			\$ 1,671,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671,682
Total Estimated Project Cost									\$ 1,671,682
Total Cost in Year of Expenditure:									\$ 1,671,682

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:	\$ (1,114,454)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,114,454)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-40.0%
Amended Phase Matching Funds:	\$ 171,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682
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	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 171,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682
Total	\$ 1,671,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671,682

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%	100.0%

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	100.0%	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	N/A						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:	12/31/2027
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? Prior approved Metro RFFA Step 1 federal funds.
2. Does the amendment include changes or updates to the project funding? Yes. \$1 million of prior approved STBG funds from this PGB are now being committed to the new 82nd Ave BRT planning project supporting project development requirements.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Review and approvals received through Metro's CFO.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Metro CFO approval to commit the funds.
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
No	Not Applicable		Not Applicable		Not Applicable
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	2026	Years Active	0	Project Status	0	No activity	
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
	Not Applicable	—————→					

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?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11664 - Corridor Investment Areas Activities for 2023-2030
RTP Project Description:	he RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region’s growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Key 23229 is a prior approved RFFA Step 1 project grouping bucket supporting Metro's UPWP Transit Corridor Development planning efforts.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Planning project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	
No		

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	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? Yes
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. However, the project funds are being committed to the new 82nd Ave BRT Planning Study. The 82nd Ave BRT Project Development planning effort project is an approved UPWP project and will end up being Metro funded regionally significant stand-alone project in the MTIP.
4. Applicable RTP Goal: Goal # 11 - Transparency and Accountability: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
5. Does the project require a special performance assessment evaluation as part of the 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 January 3, 2024 to February 2, 2024**
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
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

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ODOT Key: 23229 | MTIP ID: 71304

Transit Corridor Development (FFY 2026) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2026		\$2,500,000	\$286,136		\$2,786,136	<input type="checkbox"/>
	2026	STBG-URBAN	\$2,500,000	\$286,136		\$2,786,136	
Totals >>			\$2,500,000	\$286,136	\$0	\$2,786,136	



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

MTIP Formal Amendment
COST INCREASE
 Create a small UR phase and
 increase Construction

Project #5

Project Details Summary							
ODOT Key #	22435	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	71257	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		24-27-0586	

Summary of Amendment Changes Occurring:
 The formal amendment adds a Utility Relocation phase and adds funds to the construction phase. . The changes are above the thresholds for administrative modifications. The net cost change is 26.6% which is above the 20% threshold for administrative cost changes to MTIP projects. The project requires the addition of a Utility phase (UR) to cover utility reimbursements and an increase in Construction phase (CN) to cover additional and increased project costs. The project will construct approximately 250 curb ramps along OR47, OR8, and US 30 in Forest Grove, Gaston, Vernonia, and Ranier. Construction cost bids are higher due to: 1) an abundance of work and firms experiencing resource and staffing limitations, 2) design and delivery are being outsourced with increases in temporary traffic features, 3) more locations than projected were found to require 3D modeling, 4) more signal and utility relocations, and 5) extensive earthwork to get slopes within allowable limits.

Project Name:	OR47/OR8/US30 Curb Ramps						
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:
 Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons

MTIP Detailed Description (Internal Metro use only):
 At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)

STIP Description:

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation Complete Streets	Active Trans - Pedestrian	Sidewalks - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

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	Z24E Y240	2022		\$ 3,768,660					\$ -
State STBG	Z24E Y240	2023			\$ 1,356,718				\$ 1,356,718
AC-STBGS	ACPO	2024				\$ 26,919			\$ 26,919
State STBG	Y240	2024					\$ 7,944,848		\$ 7,944,848
AC-STBGS	ACPO	2024					\$ 3,455,011		\$ 3,455,011
Federal Totals:			\$ -	\$ 3,768,660	\$ 1,356,718	\$ 26,919	\$ 11,399,859	\$ -	\$ 12,783,496

Note: The estimated AC conversion code is State STBG

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2022		\$ 431,340					\$ 431,340
State	Match	2023			\$ 155,282				\$ 155,282
State (AC)	Match	2024				\$ 3,081			\$ 3,081
State	Match	2024					\$ 909,323		\$ 909,323
State (AC)	Match	2024					\$ 395,441		\$ 395,441
State Totals:			\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467

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:	\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 8,854,171	\$ -	\$ 14,566,171
Amended Programming Totals	\$ -	\$ 4,200,000	\$ 1,512,000	\$ 30,000	\$ 12,704,623	\$ -	\$ 18,446,623
Total Estimated Project Cost							\$ 18,446,623
Total Cost in Year of Expenditure:							\$ 18,446,623

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:	\$ -	\$ -	\$ -	\$ 30,000	\$ 3,850,452	\$ -	\$ 3,880,452
Phase Change Percent:	0.0%	0.0%	0.0%	100.0%	43.5%	0.0%	26.6%
Amended Phase Matching Funds:	\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 3,768,660	\$ 1,356,718	\$ 26,919	\$ 11,399,859	\$ -	\$ 16,552,156
State	\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 4,200,000	\$ 1,512,000	\$ 30,000	\$ 12,704,623	\$ -	\$ 18,446,623

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.7%	89.7%	89.7%	89.7%	0.0%	89.7%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	20.43%	7.35%	0.15%	61.80%	0.0%	89.73%
State	0.0%	2.34%	0.8%	0.02%	7.07%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	22.8%	8.20%	0.16%	68.87%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 4,200,000	\$ 1,512,000				Aid ID
Federal Funds Obligated:		\$ 3,768,660	\$ 1,356,718				SA00(466)
EA Number:		PE003364	R9870000				FHWA or FTA
Initial Obligation Date:		12/22/2021	5/22/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	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
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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 managed funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. An UR is added along with an increase to the Construction phase.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, per STIP Impacts Worksheet**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT Director approval 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	OR47	17.88	20.29	2.41
	Yes	OR47	19.44	25.27	5.83
	Yes	OR47	60.87	62.77	1.9
	Yes	OR47	88.68	90.59	1.91
	Yes	OR47	88.53	88.53	0
	Yes	US30	46.66	48.4	1.74
Cross Streets	Route or Arterial	Cross Street	Cross Street		
No	Not Applicable	Not Applicable	Not Applicable		

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	2022	Years Active	3	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	5	Last Amendment	Formal	Date of Last Amendment	October 2023	Last MTIP Amend Num	OC23-02-OCT
Last Amendment Action	COST INCREASE: Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	The small portion in the Metro MPA boundary on OR47 at OR8 and north is in an EFA: POC = Yes, LEP = Yes. LI = Yes

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?	Yes. The project is exempt per 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No. Not Applicable

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR47 in the project limits is identified as a Throughway
Yes	Transit	A small portion on OR47 in the project limits is designated as a Regional Bus route
Yes	Freight	OR47 in the project limits is identified as a Main Roadway Route
Yes	Bicycle	OR47 in the project limits is identified as a Bicycle Parkway
Yes	Pedestrian	OR47 in the project limits is identified as a Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR47	Map-21 Principal Arterial
Functional Classification	Yes	OR47	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR47	3 = Other Principal Arterial

Note: The US30 location is outside of the Metro MP A boundary area.

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, on OR47 in the project limits.
3. Is the project included as part of the approved: UPWP? 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 # 5 - Safety and Security:

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

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 January 3, 2024 to February 2, 2024**

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

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-STBGS	This is the later projected federal conversion code for the advance constructions being programmed now. AC-STBGS means that the advance construction funds will be converted into State STBG 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 commitment to eligible projects.
State	General state funds committed to the project to cover the required minimum federal match 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	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	PE Totals			100.00%	4,200,000.00		3,768,660.00		431,340.00	
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	32.66%	493,797.38	89.73%	443,084.39	10.27%	50,712.99	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	67.34%	1,018,202.62	89.73%	913,633.21	10.27%	104,569.41	0.00%	0.00
	RW Totals			100.00%	1,512,000.00		1,356,717.60		155,282.40	
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	30,000.00	89.73%	26,919.00	10.27%	3,081.00	0.00%	0.00
	UR Totals			100.00%	30,000.00		26,919.00		3,081.00	
CN	ACPO	ADVANCE CONSTRUCT PR	30.31%	3,850,452.00	89.73%	3,455,010.58	10.27%	395,441.42	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	69.69%	8,854,171.00	89.73%	7,944,847.64	10.27%	909,323.36	0.00%	0.00
	CN Totals			100.00%	12,704,623.00		11,399,858.22		1,304,764.78	
Grand Totals					18,446,623.00		16,552,154.82		1,894,468.18	0.00



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

MTIP Formal Amendment
ADD FUNDS
 Revise 5310 UZA estimates & add
 overmatch

Project #6

Project Details Summary							
ODOT Key #	22185	RFFA ID:	N/A	RTP ID:	11334 12096	RTP Approval Date:	11/30/2023
MTIP ID:	71214	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment modifies the estimate 5310 formula apportionments and adds local overmatch to the project. The net result is a cost increase of 49% which is above the 20% threshold for administrative changes involving cost changes.

Project Name:	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area

MTIP Detailed Description (Internal Metro use only):
 Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet’s LIFT Paratransit services.

STIP Description: Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Other
ODOT Work Type:	Transit		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other (Transit)	Total
Federal Funds									
5310 (50/505)	5310	2024						\$ 298,331	\$ 298,331
5310 (80/20)	5310	2024						\$ 1,782,846	\$ -
5310 (80/20)	5310	2024						\$ 1,806,718	\$ 1,806,718
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,049	\$ 2,105,049

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (50/50)	Match	2024						\$ 298,331	\$ 298,331
Local (80/20)	Match	2024						\$ 445,712	\$ -
Local (80/20)	Match	2024						\$ 451,680	\$ 451,680
Other	OTH0	2024						\$ 1,355,039	\$ 1,355,039
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,050	\$ 2,105,050

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,825,220	\$ 2,825,220
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,210,099	\$ 4,210,099
Total Estimated Project Cost							\$ 4,210,099
Total Cost in Year of Expenditure:							\$ 4,210,099

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,384,879	\$ 1,384,879
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	49.0%	49.0%
Amended Matching Funds (20%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 451,680	\$ 451,680
Amended Matching Funds (50%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 298,331	\$ 298,331
Amended Match Percent (20%):	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
Amended Match Percent (50%):	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	
Net Match % w/out Overmatch:	N/A	N/A	N/A	N/A	N/A		26.3%
Net Match % w/ Overmatch:	N/A	N/A	N/A	N/A	N/A		50.0%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,049	\$ 2,105,049
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,050	\$ 2,105,050
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,210,099	\$ 4,210,099

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
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%	50.0%	50.0%
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	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
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%	50.0%	50.0%
Total	0.0%	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							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
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? FTA Urbanized Zone Apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor updates to the federal formal estimates are occurring along with adding project overmatch
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via TriMet Finance Department review and approvals.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval to make changes from the TriMet Finance Department after a review of the formula apportionment estimates for FFY 2024.
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: 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	1	Project Status	T22	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	May 2022	Last MTIP Amend Num AM22-11-FEB1
Last Amendment Action	DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant					

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 qualifies under the generic definition that the 5310 program serves seniors and disabled persons with barriers to transportation

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?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. 5310 is a region-wide program across the TriMet 3-county service area ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	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: <u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. <u>Goal #9 - Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, <u>older adults, people with disabilities</u> 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 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 January 3, 2024 to February 2, 2024**
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
Other	Added local funds committed to the project phase above and beyond the required minimum match to the federal funds. Also referred to as "overmatch" funding.
5310	Federal (FTA based) transit funds. The 5310 program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs

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ODOT Key: 22185 | MTIP ID: 71214

Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310 - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Transit	2024		\$2,081,177	\$744,043		\$2,825,220	<input type="checkbox"/>
	2014	5310 (50/50)	\$298,331	\$298,331		\$596,662	
	2014	5310 (80/20)	\$1,782,846	\$445,712		\$2,228,558	
Totals >>			\$2,081,177	\$744,043	\$0	\$2,825,220	

Project Details					Programming History		Programming Changes					
ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total	SLIP Project Phase?
FTA 5310 Funds							Current Federal	Revised Federal	Match	Overmatch	Total	Slip Phase?
22185	71213	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2024	5310	\$ 1,782,846	\$ 1,806,718	\$ 451,679.50	\$ 1,355,039	\$ 3,613,437	No
					2024	5310	\$ 298,331	\$ 298,331	\$ 298,331	\$ -	\$ 596,662	No
					Totals:		\$ 2,081,177	\$ 2,105,049	\$ 750,011	\$ 1,355,039	\$ 4,210,099	



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

MTIP Formal Amendment
ADD FUNDS
 Revise 5310 UZA estimates & add
 overmatch

Project #7

Project Details Summary							
ODOT Key #	23188	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71317	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:			
				STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:
 The formal amendment modifies the estimate 5310 formula apportionments and adds local overmatch to the project. The net result is a cost increase of 50% which is above the 20% threshold for administrative changes involving cost changes.

Project Name:	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)					
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes	

Short Description:
 Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025

MTIP Detailed Description (Internal Metro use only):
 Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet’s LIFT Paratransit services (5310 FFY 2025 allocation via UZA apportionment)

STIP Description: Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Other
ODOT Work Type:	Transit		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other (Transit)	Total
Federal Funds									
5310 (50/505)	5310	2025						\$ 307,281	\$ 307,281
5310 (80/20)	5310	2025						\$ 1,836,331	\$ -
5310 (80/20)	5310	2025						\$ 1,881,970	\$ 1,881,970
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,251	\$ 2,189,251

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 (50/50)	Match	2025						\$ 307,281	\$ 307,281
Local (80/20)	Match	2025						\$ 459,083	\$ -
Local (80/20)	Match	2025						\$ 470,493	\$ 470,493
Other	OTH0	2025						\$ 1,411,478	\$ 1,411,478
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,252	\$ 2,189,252

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,909,976	\$ 2,909,976
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,378,503	\$ 4,378,503
Total Estimated Project Cost							\$ 4,378,503
Total Cost in Year of Expenditure:							\$ 4,378,503

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,468,527	\$ 1,468,527
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	50.5%	50.5%
Amended Matching Funds (20%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,493	\$ 470,493
Amended Matching Funds (50%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,281	\$ 307,281
Amended Match Percent (20%):	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
Amended Match Percent (50%):	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	
Net Match % w/out Overmatch:	N/A	N/A	N/A	N/A	N/A		26.2%
Net Match % w/ Overmatch:	N/A	N/A	N/A	N/A	N/A		50.0%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,251	\$ 2,189,251
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,252	\$ 2,189,252
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,378,503	\$ 4,378,503

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
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%	50.0%	50.0%
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	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
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%	50.0%	50.0%
Total	0.0%	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							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
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? FTA Urbanized Zone Apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor updates to the federal formal estimates are occurring along with adding project overmatch
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via TriMet Finance Department review and approvals.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval to make changes from the TriMet Finance Department after a review of the formula apportionment estimates for FFY 2025.
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: 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	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	None	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 qualifies under the generic definition that the 5310 program serves seniors and disabled persons with barriers to transportation

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?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. 5310 is a region-wide program across the TriMet 3-county service area ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	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: <u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. <u>Goal #9 - Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, <u>older adults, people with disabilities</u> 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 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 January 3, 2024 to February 2, 2024**
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
Other	Added local funds committed to the project phase above and beyond the required minimum match to the federal funds. Also referred to as "overmatch" funding.
5310	Federal (FTA based) transit funds. The 5310 program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs



Metro

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ODOT Key: 23188 | MTIP ID: 71317

Enhanced Seniors Mobility/ Individuals w/Disabilities (2025) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Transit	2025		\$2,143,612	\$766,364		\$2,909,976	<input type="checkbox"/>
	2014	5310 (50/50)	\$307,281	\$307,281		\$614,562	
	2014	5310 (80/20)	\$1,836,331	\$459,083		\$2,295,414	
Totals >>			\$2,143,612	\$766,364	\$0	\$2,909,976	

Project Details					Programming History		Programming Changes					SLIP Project Phase?
ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total	
23188	71317	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025	2025	5310 (80/20)	\$ 1,836,331	\$ 1,881,970	470,493	\$ 1,411,478	\$ 3,763,941	No
					2025	5310 (50/50)	\$ 307,281	\$ 307,281	\$ 307,281	\$ -	\$ 614,562	No
					Totals:		\$ 2,143,612	\$ 2,189,251	\$ 777,774	\$ 1,411,478	\$ 4,378,503	



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

MTIP Formal Amendment
SCOPE CHANGE
 Revise project name and description for scope update

Project #8

Project Details Summary							
ODOT Key #	20329	RFFA ID:	50285	RTP ID:	10127 (2018) 11746	RTP Approval Date:	11/30/2023
MTIP ID:	70882	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN	STIP Amendment ID:		24-27-0592		

Summary of Amendment Changes Occurring: The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and be limited to intersection safety improvements and an upgrades traffic signal. The planned scope between Hidden Springs and Cedar Oak is no longer feasible due to adjacent projects not being completed as planned. Additionally, construction estimates for this section exceeded the available budget. A reduction in scope is necessary in order to deliver the remaining scope of the project, which will consist of upgrades to the Marylhurst/OR43 intersection. The intersection will be rebuilt as a protected intersection with a new traffic signal, new ADA ramps, and new bike facilities. As a result, PE requires additional funds to complete the scope adjustment. The ROW phase decreases allowing funds to be shifted from ROW to PE.

Project Name:	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)						
Lead Agency:	West Linn	Applicant:	West Linn	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.
 Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.

MTIP Detailed Description (Internal Metro use only):

~~Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd connecting to the new extension of Old River Rd to be constructed by the City of West Linn at OR43 and Marylhurst Drive. (RFFA 2019-21 award cycle)~~

In West Linn on OR43 (Willamette Dr) at Marylhurst Dr (MP 8.35 to MP 8.5), construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users. (RFFA 2019-21 award cycle)

STIP Description:

Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	System Management and Operations
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
ODOT Work Type:	BikePed		

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									
CMAQ	Z400 Z40E	2018		\$ 290,414					\$ -
TA-U	Z301	2018		\$ 805,304					\$ -
TA-U	Z301	2018		\$ 865,465					\$ 865,465
STBG-U	Y230	2018		\$ 116,649					\$ 116,649
State TA	Z300	2021			\$ 294,696				\$ -
TA-U	Z301	2021			\$ 234,535				\$ 234,535
CMAQ	Z400	2021			\$ 116,649				\$ -
CMAQ	Y400	2024				\$ 22,145			\$ 22,145
CMAQ	Y400	2024					\$ 2,570,792		\$ 2,570,792
Federal Totals:			\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 3,809,586

Notes:

1. PE CMAQ was obligated under two different fund codes: Z400 (\$245,549) and Z40E (\$44,865)
2. ROW CMAQ is shifted to PE and changed to be STBG as a follow-on obligation and need to increase the PE phase.

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 (CMAQ)	Match	2018		\$ 33,239					\$ 33,239
Local (TA)	Match	2018		\$ 92,171					\$ -
Local (TA)	Match	2018		\$ 99,056					\$ 99,056
Other	OTH0	2018		\$ 987,075					\$ -
Other	OTH0	2018		\$ 1,284,808					\$ 1,284,808
Local (STBG)	Match	2018		\$ 13,351					\$ 13,351
Local (StTA)	Match	2021			\$ 33,729				\$ -
Local (TA-U)	Match	2021			\$ 26,844				\$ 26,844
Local (CMAQ)	Match	2021			\$ 13,351				\$ -
Other	OTH0	2021			\$ 386,354				\$ -
Other	OTH0	2021			\$ 88,621				\$ 88,621
Local (CMAQ)	Match	2024				\$ 2,535			\$ 2,535
Other	OTH0	2024				\$ 25,320			\$ 25,320
Local (CMAQ)	Match	2024					\$ 294,239		\$ 294,239
Other	Oth0	2024					\$ 1,070,190		\$ 1,070,190
Local Totals:			\$ -	\$ 1,430,454	\$ 115,465	\$ 27,855	\$ 1,364,429	\$ -	\$ 2,938,203
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,208,203	\$ 844,779	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Amended Programming Totals			\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Total Estimated Project Cost									\$ 7,038,203
Total Cost in Year of Expenditure:									\$ 7,038,203

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:	\$ -	\$ 494,779	\$ (494,779)	\$ -	\$ -	\$ -	\$ (0)
Phase Change Percent:	0.0%	22.4%	-58.6%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 145,646	\$ 26,844	\$ 2,535	\$ 294,239	\$ -	\$ 469,264
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 4,100,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,430,454	\$ 115,465	\$ 27,855	\$ 1,364,429	\$ -	\$ 2,938,203
Total	\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	47.08%	67.01%	44.3%	65.3%	0.0%	58.3%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	52.9%	32.99%	55.7%	34.7%	0.0%	41.7%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	18.1%	3.3%	0.3%	36.5%	0.0%	58.3%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.3%	1.6%	0.4%	19.4%	0.0%	41.7%
Total	0.0%	38.4%	5.0%	0.7%	55.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,702,982	\$ 350,000				Aid ID
Federal Funds Obligated:		\$ 1,272,528	\$ 234,535				S003(016)
EA Number:		PE002950	R9699000				FHWA or FTA
Initial Obligation Date:		4/9/2018	8/31/2021				FHWA
EA End Date:		7/31/2024	1/31/2025				FMIS or TRAMS
Known Expenditures:		\$ 1,942,948	\$ 180,865				FMIS
						Estimated Project Completion Date:	12/31/2027
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?.	The project was awarded both Metro RFFA funds and ODOT STIP funds.
2. Does the amendment include changes or updates to the project funding?	No. The overall project funding remains unchanged.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, per discussions with ODOT authorizing the fund shifts.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	ODOT & Metro manager level to complete the fund shifts.
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	OR43	8.35	9.00 8.50	0.65 0.15
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		Willamette Dr	Marylhurst Dr intersection	(before and after 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	2018	Years Active	7	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num AM23-21-JUL1
Last Amendment Action	Slip Other/UR phase with Metro CMAQ of \$22,145 and 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
					X	X	The project is located outside of the identified Equity Focus Areas

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?	Yes, the project is exempt under two areas.
Exemption Reference:	The project is exempt under two areas: - 40 CFR 93.126 Table 2 - Air Quality: Bicycle and Pedestrian facilities. - 40 CFR 93.127, Table 3, Intersection Signalization Projects at Individual Intersections
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:	2018 RTP: ID# 10127 - OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park 2023 TRTP: ID 11746 - OR 43 Multimodal Improvements - Arbor Dr. to Mary S. Young Park
RTP Project Description:	(11746): Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety. Note: RTP reference is updated based on the new approved 2023 RTP

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR43 at Marylhust Dr is designated as a Major Arterial
Yes	Transit	OR43 at Marylhust Dr is designated as a Frequent Bus
No	Freight	OR43 at Marylhust Dr has no designation in the Freight network
Yes	Bicycle	OR43 at Marylhust Dr is designated as a Bicycle Parkway
Yes	Pedestrian	OR43 at Marylhust Dr is designated as a Pedestrian Parkway.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR43	Other NHS Routes
Functional Classification	Yes	OR43	Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR43	FHWA Functional Classification Code: 3 (Urban 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? 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? 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)?
4.	Applicable RTP Goal: Goal #5: Transportation Safety: 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 January 3, 2024 to February 2, 2024
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:

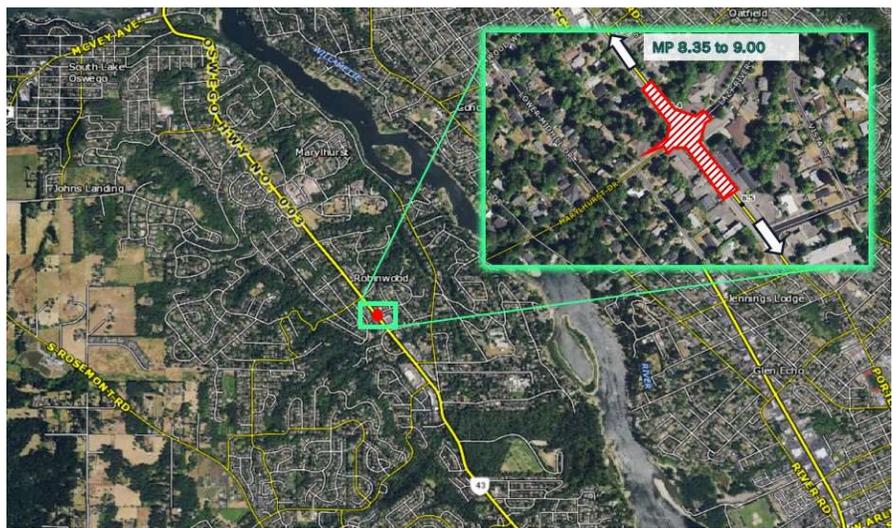
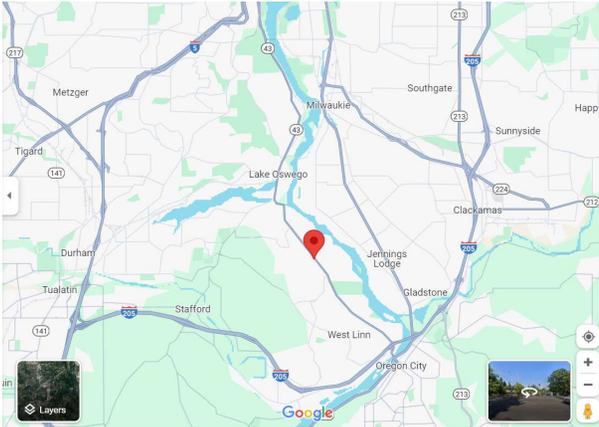
Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Generally added local funds beyond the required minimum match to the federal funds that the lead agency commits to cover the phase costs. Also referred to as "Overmatch" funds.
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
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 commitment to eligible projects.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
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.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

Project Name: OR43: Willamette Dr at Marylhurst Dr (West Linn) (DRAFT AMENDMENT DR)

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	47.53%	1,284,807.76	0.00%	0.00	0.00%	0.00	100.00%	1,284,807.76
	Y230	STBG Urban - populations greater than 200,000 IJA	4.82%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	Z301	TAP-U Over 200K Population	35.68%	964,521.19	89.73%	865,464.86	0.00%	0.00	10.27%	99,056.33
	Z400	CONGESTION MITIGATION FAST	10.12%	273,653.05	89.73%	245,548.88	0.00%	0.00	10.27%	28,104.17
	Z40E	Congestion mitigation FAST ext	1.85%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	PE Totals			100.00%	2,702,982.00		1,272,527.74		0.00	
RW	OTH0	OTHER THAN STATE OR	25.32%	88,621.42	0.00%	0.00	0.00%	0.00	100.00%	88,621.42
	Z301	TAP-U Over 200K Population	74.68%	261,378.58	89.73%	234,535.00	0.00%	0.00	10.27%	26,843.58
	RW Totals			100.00%	350,000.00		234,535.00		0.00	
UR	OTH0	OTHER THAN STATE OR	50.64%	25,320.41	0.00%	0.00	0.00%	0.00	100.00%	25,320.41
	Y400	CMAQ congestion mitigation air quality IJA	49.36%	24,679.59	89.73%	22,145.00	0.00%	0.00	10.27%	2,534.59
UR Totals			100.00%	50,000.00		22,145.00		0.00		27,855.00
CN	OTH0	OTHER THAN STATE OR	27.20%	1,070,190.06	0.00%	0.00	0.00%	0.00	100.00%	1,070,190.06
	Y400	CMAQ congestion mitigation air quality IJA	72.80%	2,865,030.94	89.73%	2,570,792.26	0.00%	0.00	10.27%	294,238.68
	CN Totals			100.00%	3,935,221.00		2,570,792.26		0.00	
Grand Totals					7,038,203.00		4,100,000.00		0.00	2,938,203.00





Memo

Date: December 28, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2024 MTIP Formal Amendment & Resolution 24-5380 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR AMENDING EIGHT PROJECTS TO THE MTIP TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The January 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds or amends a total of eight projects.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5380 to add and amend the eight projects to the 2024-27 MTIP.

A summary of the project changes occurring as part of the January 2024 Formal Amendment bundle

- **Key 23462. Beaverton School District EV Chargers project cancellation:**
Upon additional review of the project DEQ with the Beaverton School District, the Oregon Department of Environmental Quality (DEQ) has determined the Congestion Mitigation Air Quality (CMAQ) funded improvement project will not move forward and has requested ODOT cancel the project from the MTIP and STIP. The project proposed to add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton. The CMAQ funds were awarded by DEQ to the Beaverton School District.
- **Key – NEW. Metro 82nd Ave Bus Rapid Transit (BRT) Project Development planning project:**
 - Action: The formal amendment adds the new project development project to the MTIP and STIP. The project contains Metro approved Carbon Reduction Program (CRP) federal funds (\$5 million), and \$1 million of federal Surface Transportation Block Grant (STBG-U) funds along with the required 10.27% minimum local match.

- The Carbon funds are being pulled from the Metro prior approved CRP Project Grouping Bucket (PGB) in Key 23239. The STBG-U is being pulled from the Metro prior approved UPWP Transit Corridor Development PGB.
 - The project development activities will complete pre-design and pre-NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant.
 - TriMet will be submitting a similar project to complete pre-design & pre-NEPA project development activities in support of the 82nd Ave BRT project. The split project programming approach to complete the required project development activities has been reviewed and approved by FTA to proceed this way.
- **Key 23239, Metro Carbon Reduction Program Reserve and Key 23229, Metro Transit Corridor Development split projects:**
 - Action: Split Projects.
 - Carbon (\$5 million federal) and STBG funds (\$1 million federal) are split off the two PGBs and transferred to support the new 82nd Ave BRT Project Development planning project.
 - The required 10.27% minimum local match is included.
- **Key 22435, ODOT - OR47/OR8/US30 Curb Ramps:**
 - Action: Cost Increase.
 - The project will construct curb ramps to ADA standards t various site locations at OR47 and US30. Most of the project is located outside of the Metropolitan Planning Boundary.
 - The project requires the addition of a Utility phase (UR) to cover utility reimbursements and an increase in Construction phase (CN) to cover additional and increased project costs.
 - The project will construct approximately 250 curb ramps along OR47, OR8, and US 30 in Forest Grove, Gaston, Vernonia, and Ranier.
 - The estimated construction phase costs have increased due to higher bids received. Per ODOT, the bids were higher than expected due to the following:
 - An abundance of work and firms are experiencing resource and staffing limitations impacting the submitted bids.
 - The design and delivery are being outsourced with increases in temporary traffic features.
 - The project includes additional locations than were initially projected and found to require 3D modeling.
 - The project requires additional signal and utility relocations than estimated.
 - The project requires extensive earthwork to get slopes within allowable limits.
- **Key 22185 and 23188, TriMet - Enhanced Seniors Mobility/ Individuals w/Disabilities (2024 and 2025 appropriations):**
 - Action: Add Funds

- Both projects belong to TriMet. They involve providing para-transit services to senior and to disable persons. The funding program is referred to as Section 5310.
- A review of the FTA Urbanized Zone estimated appropriations indicated that the federal 5310 funds could be slightly increased.
- TriMet is also adding local overmatching funds based on a total programming logic of 50% federal and 50% local funds supporting the 5310 services.
- Adding the local overmatch results in a cost increase of 26.6%. This is above the 20% threshold for administrative cost increase and triggers the need for a formal amendment.
- **Key 20329. West Linn - OR43: Willamette Dr at Marylhurst Dr (West Linn):**
 - Action: Scope Change
 - The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and be limited to intersection safety improvements and an upgrades traffic signal.
 - The planned scope between Hidden Springs and Cedar Oak is no longer feasible due to adjacent projects not being completed as planned.
 - Additionally, construction estimates for this section exceeded the available budget. A reduction in scope is necessary in order to deliver the remaining scope of the project, which will consist of upgrades to the Marylhurst/OR43 intersection.
 - The intersection will be rebuilt as a protected intersection with a new traffic signal, new ADA ramps, and new bike facilities.
 - As a result, PE requires additional funds to complete the scope adjustment. The ROW phase decreases allowing funds to be shifted from ROW to PE.

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 January FFY 2024 Formal MTIP amendment (JA24-04-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	December 29, 2023
• Initiate the required 30-day public notification process.....	January 3, 2024
• TPAC notification and approval recommendation.....	January 5, 2024
• JPACT approval and recommendation to Council.....	January 18, 2024
• Completion of public notification process.....	February 2, 2023
• Metro Council approval.....	February 8, 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.....	February 13 ,2024
• USDOT clarification and final amendment approval.....	Early March 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
 - a. Required amendment changes to Keys 23462, 22435, 22185, 23188, and 20329 consist of non-Metro funding do not impact the Metro budget.
 - b. The addition of the new Metro 82nd Ave BRT Project Development study has an impact to the budget as follows:
 - i. The commitment to the budget of \$5 million of allocated and Metro approved Carbon Reduction Program (CRP) funds from Kry 23239.
 - ii. It also requires the budget commitment of \$1 million of Metro allocated STBG-U funds to be sourced from the prior approved UPWP Transit Corridor Development in Key 23229.
 - iii. The commitment of Carbon and STBG funds will also require a minimum match requirement of 10.27% of Metro local funds. This will equal a local commitment to the project of \$686,454.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5380 to add and amend the eight projects to the 2024-27 MTIP.

No Attachments.

TPAC Worksheet

Agenda Item Title: Forward Together 2.0: Project Introduction and Overview

Presenters: Kate Lyman, TriMet Manager of Service Planning

Contact for this worksheet/presentation: Tara O'Brien, Senior Government Affairs Coordinator

Purpose/Objective: This presentation will provide a short overview of TriMet's planning effort called Forward Together 2.0, which is a strategic vision for investments in transit service. It will include information about the purpose of Forward Together 2.0 and the expected outcomes and timeline.

Outcome: TPAC members have an understanding of TriMet's goals for Forward Together 2.0.

What has changed since TPAC last considered this issue/item?

This is the first time that TriMet has brought this topic to TPAC.

TriMet's [Forward Together 1.0](#) provided a financially constrained vision for restoring service that was cut during the pandemic, and increasing service by about 10% using funds provided by the State Transportation Investment Fund. This vision was completed in December 2022 and TriMet has begun implementing the vision in 2023, with continued implementation anticipated for 2024-2027. Meanwhile, TriMet has begun developing Forward Together 2.0, which will provide a financially-unconstrained vision for TriMet service and analysis of how specific service improvements can help meet the transit mode share goals set forward in the 2023 Regional Transportation Plan.

What packet material do you plan to include?

Slides from the presentation.

Materials following this page were distributed at the meeting.

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

Randolph James Stitt, 72, walking, SE Stark St/192nd Ave, Gresham, Multnomah, 11/24

Courtney Towne Decius, 73, walking, NE Cornell Rd/NE Orenco Station PKWY., Hillsboro, Washington, 11/27

Unidentified, walking, 500 Blk NE 122nd Ave., Portland, Multnomah, 12/5

Andrew Vilegas, 12, driving, 10900 Blk SW River Rd., Washington, 12/8

Sharon Airhart, 74, walking, 5400 Blk NW Toketee Dr., Washington, 12/9

Unidentified, walking, E Burnside/181st Ave., Gresham, Multnomah, 12/11

Jepthe Cruz Cortes, 21, driving, SW Farmington Rd/SW 209th Washington, 12/18

McKenzie Libro, 18, driving, N. Columbia Blvd/N. Oregonian Ave., Portland, Multnomah, 12/24

Unidentified, driving, 3500 Blk SE 122ND Ave., Portland, Multnomah, 12/25

Unidentified, driving, Pacific Hwy West, Portland, Multnomah, 12/25

David Wayne Becker, 63, walking, SE Stark St/SE 106th Ave Portland, Multnomah, 12/25

Unidentified, walking, 1500 Blk SE 122nd Ave., Portland, Multnomah, 12/26

Nancy Ann Wheeler, 85, walking, 1900 Blk SE 182nd Ave., Gresham, Multnomah, 12/29

Fleetwood Mars Mozee, 37, & Mitchell Scott Barr, 24, driving, Clackamas Hwy., Milwaukie, Clackamas, 12/30

Unidentified, motorcycling, SE 122nd Ave/ SE Stark, Portland, Multnomah, 12/31

**ODOT initial fatal crash report as of 1/4/24, and news and police reports – all information is preliminary and subject to change*





TPAC Agenda Item

January 2024 Formal MTIP Amendment

Resolution 24-5380

Amendment # JA24-04-JAN

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-5380
- Exhibit A to Resolution 24-5380 (MTIP Worksheets)
- Staff Narrative: No attachments

January 5, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

January 2024 Formal MTIP Amendment

Adding and Amending 8 Projects

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

- 8 projects in the January 2024-27 bundle:
 - Canceling 1 project
 - Adding 1 new project
 - Amending 6 existing projects:
 - 2 project grouping bucket funding draws
 - 2 projects adding funds
 - 1 project with a cost increase
 - 1 project with a scope change

January 2024 Formal MTIP Amendment

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

- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-5380
- Staff Recommendation:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5380 to add and amend the eight projects to the 2024-27 MTIP.

January 2024 Formal MTIP Amendment

Canceling Beaverton School District EV Charger Project

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

Key	Name	Change
23462	Beaverton School District EV Chargers	<u>Cancel Project:</u> DEQ CMAQ award project to install EV chargers for the school buses will not move forward now. Project is being canceled and removed from the MTP

January FFY 2024 Formal MTIP Amendment

Adding 1 New Project with 2 Support Draw-Downs

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

Key	Name	Action	Federal Award
New	82nd Ave Bus Rapid Transit Project Development: Sunnyside-PDX	Add new Metro portion supporting 82 nd Ave Bus Rapid Transit BRT project	\$5 million Metro Carbon + \$1 million STBG
23239	(Metro) Carbon Reduction Program Reserve	Split \$5 million Carbon funds (plus match) for new 82 nd Ave BRT project	Provides the \$5 million of Metro Carbon funds
23229	(Metro) Transit Corridor Development (FFY 2026)	Split \$1 million STBG-U funds (plus match) for new 82 nd Ave BRT project	Provides the \$1 million of STBG-U funds

Carbon = Federal Carbon Reduction Program (CRP) allocated to Metro

STBG-U = Federal Surface Transportation Block Grant – Urban funds allocated to Metro

January 2024 Formal MTIP Amendment

Amending 4 Projects

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

Key	Name	Action	Net Changes
22435	<p>OR47/OR8/US30 Curb Ramps</p> <ul style="list-style-type: none"> - Lead agency: ODOT - The project will construct to ADA standards curbs and ramps 	<p><u>COST INCREASE:</u></p> <p>Add a small Utility Relocation (UR) phase and increase construction to address the revised construction phase estimate</p>	<p>Project cost increases by \$3,880,452 to \$18,446,623 or 26.6%</p>
22185	<p>Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310</p>	<p><u>ADD FUNDS:</u></p> <p>Update 5310 estimates and add Local overmatch funding to the project for 2024</p>	<p>Total project cost increases by \$1,384,879 to \$4,210,099 or 49%</p>

ADA = American Disabilities Act

5310 = FTA Section 5310: FTA's program are that focus on the elderly and persons with disabilities

January 2024 Formal MTIP Amendment

Amending 4 Projects

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

Key	Name	Action	Net Changes
23188	Enhanced Seniors Mobility/Individuals w/Disabilities (2025) 5310	<u>ADD FUNDS:</u> Update 5310 estimates and add Local overmatch funding to the project for 2025	Total project cost increases by \$1,384,879 to \$4,210,099 or 49%
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)	<u>SCOPE CHANGE:</u> The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and will be limited to intersection safety improvements plus upgrades to the traffic signal.	The project scope and limits change significantly triggering the formal amendment

MPO CFR Compliance Requirements

MTIP Amendment Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations.
- ✓ Passes MPO responsibilities verification
- ✓ Completed public notification requirement
- ✓ Examined how performance measurements may apply and if initial impact assessments are required

January 2024 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	January 3, 2024
TPAC Notification and Approval Recommendation	January 5 , 2024
JPACT Approval and Recommendation to Council	January 18, 2024
End 30-day Public Notification/Comment Period	February 2, 2024
Metro Council Approval	February 8, 2024
Final Estimated Approvals	Early/Mid-March 2024

January 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 24-5380 to add and amend the eight projects to the 2024-27 MTIP.

Forward Together 2.0

A Long-Range Plan for TriMet Service



Transportation Policy Alternatives
Committee

January 5, 2024

Forward Together 2.0: Purpose

- Provide aspirational vision for TriMet service growth
- Respond to community desires and support TriMet's Vision 2030
- Identify how to meet targets for ridership in the Regional Transportation Plan
- Use as a tool to seek additional operating revenue

Goals for Transit Ridership

Plan	Goal
Regional Transportation Plan (2023 update)	<ul style="list-style-type: none">• <i>Triple</i> transit mode share by 2045, to 12.2% of all trips<ul style="list-style-type: none">• Current modeling shows an increase from 4.1% to 5.4% by 2045, better but way short of the goal
TriMet Vision 2030	<ul style="list-style-type: none">• 120M Annual Boarding Rides by 2030<ul style="list-style-type: none">• 57.4M in last fiscal year (FY23)

Our Region Needs Us to Grow Ridership!

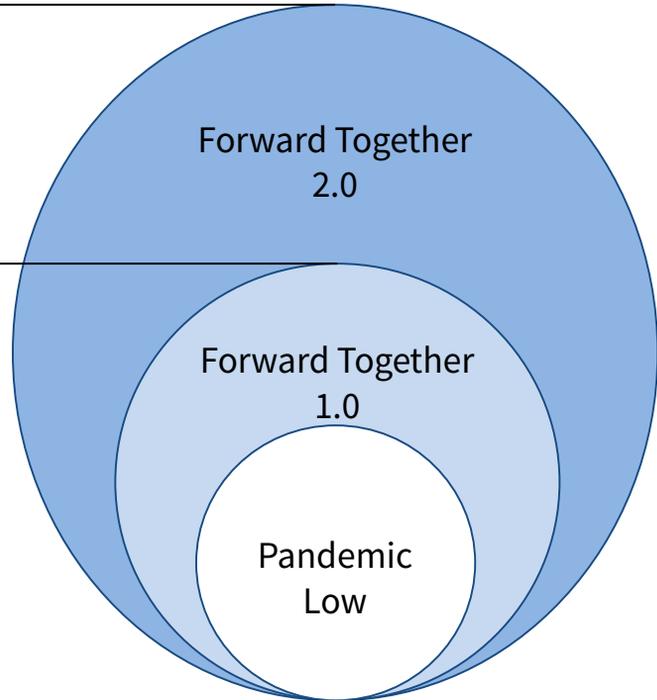
Ways to Improve Ridership

Addressed in this Plan	Not Addressed in this Plan	
<ul style="list-style-type: none">• Improve the frequency of service on buses and MAX• Expand the hours of service• Add new services where they don't currently exist	<ul style="list-style-type: none">• New capital projects• Improve cleanliness, safety and security, customer experience• Build denser land uses near transit with sidewalks• Make driving more expensive through taxes, fees, parking costs and tolls	<ul style="list-style-type: none">— RTP, FX Plan— Other TriMet efforts— Outside of TriMet's control

Project Goal: Identify needs for service

Question: What level of investment is needed to meet regional goals +?

Fiscally constrained growth through restoration and STIF.
+<30%



Build on this



[Trimet.org/forward](https://trimet.org/forward)

Replace this



Approximate Timeline for Engagement

	2023	2024			
	Oct – Dec	Jan – Mar	Apr – Jun	Jul – Sep	Oct – Dec
Staff coordination	Individual meetings with jurisdictional staff		Design workshops with jurisdictional staff	Individual meetings with jurisdictional staff (as needed)	
Formal presentations to regional committees (C4, WCCC, EMCTC, TPAC)		1 Introduce project and timeline	2 Review draft future transit network concept		3 Review final future transit network concept
Public engagement period				Public engagement	

For Discussion:

- What other specific plans or needs for transit service should we consider?
- Use of 12.2% regionwide transit mode share goal for this project



Plans Reviewed to Date	
Clackamas	<ul style="list-style-type: none"> • Clackamas County Transit Development Plan (2021) • TSPs: Happy Valley (2023), Estacada (2023), Lake Oswego (2014), Gladstone (2017), Milwaukie (2018)
Multnomah	<ul style="list-style-type: none"> • Multnomah County TSP (2016) • TSPs: Gresham (2013), Troutdale (2022), Wood Village (2017)
Washington	<ul style="list-style-type: none"> • Washington County TSP (2019) • Westside Multimodal Improvements Study (2023) • Washington County Transit Vision (in progress) • TSPs: Beaverton (2010), Tigard (2022), Hillsboro (2022), Tualatin (2014), Forest Grove (2014), Cornelius (2020), Sherwood (2014)
City of Portland	<ul style="list-style-type: none"> • 2035 TSP • Rose Lane Project (2020) • 2040 Freight Plan (2023) • North Portland in Motion (2023) • Growing Transit Communities Plan (2017)
Region/ State	<ul style="list-style-type: none"> • 2023 RTP and High Capacity Transit Plan • Climate Friendly Equitable Communities (2022)