

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, January 18, 2024

7:30 AM

**<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)**

1. Call To Order, Declaration of a Quorum & Introductions (7:30AM)

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2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates from the JPACT Chair (7:40AM)

3.1 JPACT DC Trip Update

**COM
24-0763**

4. Consent Agenda (7:45AM)

- 4.1 Resolution No. 24-5380, For the Purpose of Adding or Amending Eight Projects to the MTIP to Meet Federal Delivery Requirements [COM](#)
[24-0759](#)

Attachments: [JPACT Worksheet](#)
[Draft Resolution No. 24-5380](#)
[Exhibit A](#)
[Staff Report](#)

- 4.2 Consideration of the December 14, 2023 JPACT Minutes [COM](#)
[24-6007](#)

Attachments: [121423 JPACT Minutes](#)

5. Information/Discussion Items (7:50AM)

- 5.1 Climate Pollution Reduction Grant: Preliminary Climate Action Plan (7:50AM) [COM](#)
[24-0761](#)

Presenter(s): Eliot Rose, Metro

Attachments: [JPACT Worksheet](#)

- 5.2 Regional Freight Delay and Commodities Movement Study Update (8:20AM) [COM](#)
[24-0764](#)

Presenter(s): Tim Collins, Metro

Attachments: [JPACT Worksheet](#)

- 5.3 Regional Transportation Priorities and Funding (8:50AM) [COM](#)
[24-0762](#)

Presenter(s): Anneliese Koehler, Metro
Miles Pengilly, Trimet
Derek Bradley, City of Portland
Erin Doyle, Washington County
Trent Wilson, Clackamas County
Tom Powers
Carmen Merlo

Attachments: [JPACT Worksheet](#)

6. Updates from JPACT Members (9:20AM)

7. Adjourn (9:30AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតព្វកិច្ចរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទៗ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 JPACT Work Program

As of 1/10/24

Items in italics are tentative

<p><u>January 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-5380 For the Purpose of Adding or Amending Eight Projects to the MTIP to Meet Federal Delivery Requirements (consent) • JPACT DC Trip Update (JPACT Chair Update) • Climate Pollution Reduction Grant: Preliminary Climate Action Plan (Eliot Rose, Metro; 30 min) • Regional Freight Delay and Commodities Movement Study Update (Tim Collins, Metro; 30 min) • Regional Transportation Priorities and Funding (Anneliese Koehler, Metro; 30 min) 	<p><u>February 15, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Westside Multimodal Improvements Study (Kate Hawkins, Metro; 30 min) • RTP Next Steps: Chapter 8 Implementation Work Plan and RMPP MTIP Process (Catherine Ciarlo, Metro, Ted Leybold, Metro; 40 min) • Regional Flexible Fund & Metropolitan Transportation Improvement Program (MTIP) Program Direction(s) (Grace Cho, Metro, Ted Leybold, Metro; 30 min)
<p><u>March 21, 2024 (online)</u></p> <ul style="list-style-type: none"> • JPACT DC Trip Update (JPACT Chair Update) • Regional Transportation Priorities and Funding (Anneliese Koehler, Metro; 30 min) • Emergency Transportation Routes, Phase 2 (John Mermin, Metro; 30 min) • Regional Flexible Fund – Program Outcomes Overview & Retrospective (Grace Cho, Metro, Ted Leybold, Metro; 40 min) • 2027-30 MTIP Revenue Forecast (Comments from JPACT Chair) 	<p><u>April 18, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) • <i>TriMet Safety and Security Presentation (Sam Desue (he/him, Tara O'Brien (she/her); 30 min)</i> • Regional Transportation Priorities and Funding (Catherine Ciarlo, Metro, Andy Shaw, Metro; 30 min)
<p><u>May 16, 2024 (online)</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) (action) • Regional Flexible Fund & Metropolitan Transportation Improvement Program (MTIP) Program Direction(s) – Adoption (Grace Cho, Metro, Ted Leybold, Metro; 20 min) (action) • Regional Transportation Priorities and Funding (Catherine Ciarlo, Metro, Andy Shaw, Metro; 30 min) 	<p><u>June 20, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (Chair Update) • <i>82nd Avenue Update</i>
<p><u>July 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) • TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min) 	<p><u>August 15, 2024</u></p>

<ul style="list-style-type: none"> • Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 30 min) • Regional Transportation Priorities and Funding 	
<u>September 19, 2024</u> <ul style="list-style-type: none"> • RTAC Toll Revenue/PTS & Nexus Projects (Alex Oreschak, Metro, Ally Holmqvist, Metro; 30 min) • Boone Bridge Update (Ally Holmqvist, Metro; 30 min) • Regional Transportation Priorities and Funding 	<u>October 17, 2024</u> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding
<u>November 21, 2024</u> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) 	<u>December 19, 2024</u> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)

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*



**4.1 Resolution No. 24-5380, For the Purpose of Adding or Amending Eight
Projects to the MTIP to Meet Federal Delivery Requirements (7:45 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, January 18, 2024

JPACT Worksheet

Agenda Item Title:

FFY 2024 January Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5380 Approval Request

Presenters:

None: The item is proposed to proceed through JPACT as part of the Consent Calendar

Note: If a project or the bundle is pulled for discussion, then the presenters would be Ted Leybold, Resource Development Department Manager or Ken Lobeck, Funding Program Lead

Contact for this worksheet/presentation:

Ken Lobeck, Funding Programs Lead, email: ken.lobeck@oregonmetro.gov.

Purpose/Objective

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

Outcome:

JPACT approval with a final approval recommendation to Metro Council enabling the included projects to be added or updated in the 2024-27 MTIP and STIP

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

N/A. This is first review and approval request for JPACT to consider. However, ongoing discussion concerning the programming structure for the new Metro 82nd Ave Bus Rapid Transit (BRT) Project Development are leading to a minor programming technical change. They will shift the funds from the “Planning” phase to the “Preliminary Engineering” (PE) phase. As the scope of work for the project is becoming clearer, the phase programming in the MTIP and STIP requires the finding to be programmed in the PE phase. This matches better to the planned scope of work rather considering the work to be a planning activity. The change will occur as part of the public comment process.

The January FFY 2024 amendment composition contains eight total projects:

- A subsequent review by the Oregon Department of Environmental Quality (DEQ) has determined that one of their recent Congestion Mitigation Air Quality (CMAQ) discretionary funded projects supporting the procurement and installation of ne EV chargers for the Beaverton School District will not move forward. The project is now being canceled from the MTIP and STIP per DEQ’s request to ODOT.
- The new Metro 82nd Ave BRT Project Development project is being added to the MTIP. Metro will assist TriMet with various NEPA and project design related activities to complete NEPA and final design as TriMet moves forward to secure a Small Starts FTA discretionary grant to complete the construction portion.
- The required federal \$6 million funding commitment for the Metro 82nd Ave BRT Project Development project will come from funding transfers from two project grouping buckets (PGB) containing prior approved Metro allocated Carbon Reduction Program (CRP) funds and Surface Transportation Block Grant funds from the Metro Unified Planning Work Program (UPWP) Transit Corridor Development PGB. Note: TriMet also will be programming during the February MTIP Formal Amendment a separate project supporting project development activities for the 82nd Ave BRT project. FTA has evaluated the two-

project programming direction to complete NEPA and final design and has approved this approach.

- The fifth project involves competing a required cost increase (above the administrative 20% threshold) for ODOT's OR47/OR8/US30 Curb Ramps. The project will upgrade and construct to American Disabilities Act (ADA) standards various curb and ramp improvements on OR47 and US30. The cost increase occurs as a result of needing an added Utility Relocation (UR) project phase and updated construction costs for the ADA ramps.
- The sixth and seventh projects involve federal formal programming adjustments to two TriMet FTA Section 5310 projects and are adding additional local overmatch to better reflect TriMet's funding commitment to the 5310 program. The cost increase exceeds the 30% administrative threshold for transit project cost increases. FTA's section 5310 program provided dedicated transit services to elderly and disabled persons across TriMet's three-county service area.

The final eighth project in the bundle involves completing a necessary scope to the West Linn/ODOT OR43: Willamette Dr at Marylhurst Dr (West Linn) safety upgrade project. The project is a joint ODOT and Metro RFFA funded project. Due to cost issues, the project being down-scoped to focus safety improvements only at the Willamette Dr/Marylhurst Dr intersection. As a result, the project, description, and limits are being updated through the amendment. This scope change is considered significant enough to trigger the need for a formal/full amendment to complete the scope adjustments.

TPAC members were notified of the changes to the project as detailed in Exhibit A and found no issues with the action. They provided their unanimous approval for JPACT to approve Resolution 23-5365.

MTIP Amendment Programming Conclusions:

Staff's review of the amendment considers the requested additions and changes to fall into the "regular" class of expected amendment changes. I believe the amendment can proceed under the compressed approval timing and receive JPACT approval as a Consent Calendar item. There is some added complexity due to the dual programming approach for the 82nd Ave BRT Project Development. However, the two-project programming approach has been reviewed and approved by FTA. The February 2024 Formal Amendment bundle will include TriMet's new 82nd Ave BRT Project Development project to add to the MTIP. Staff's recommendation is for the January 2024 Formal MTIP Amendment to proceed as a Consent Calendar item at the January 18, 2024, JPACT meeting.

What packet material do you plan to include?

- JPACT Summary Sheet
- Draft Resolution 24-5380
- Exhibit A to Resolution 24-5380
- Staff Report (No attachments)

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 eight 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

Exhibit A to Resolution 24-5380
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 Cancellations:				
(#1) ODOT Key # 23462 MTIP ID 71394	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>CANCEL PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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.	<u>SPLIT PROJECT:</u> 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

(#8) ODOT Key # 20329 MTIP ID 70882	West Linn	OR43: Marylhurst Dr– Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd. Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.	<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. Revise project limits and scope based on adjusted cost estimates. Change project name and description as a result.
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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									
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							Notes
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	
	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	

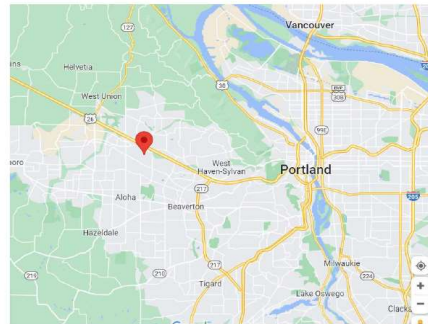
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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
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 IIA	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
OT	Y400	CMAQ congestion mitigation air quality IIA	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
	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-NEPA and design activities and continue through the completion of NEPA and final design 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. TriMet will submit a separate project development project similar Metro's project as part of the February 2024 Formal Amendment bundle in support of their effort to secure the Small Starts grant. The split programming approach is necessary and has been approved by FTA. The estimated total funding to complete PE/project development to then move forward into construction is \$30 million. The RTP's estimated total project cost to complete the project is \$300 million.

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 YOY 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 PE related project development (NEPA & project design) activities for now.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	N/A	10.27%	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	0.0%	89.73%	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	0.00%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	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	0.0%	89.73%	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	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.3%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Applicable
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:		12/30/2026	
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 Transit Corridor Development 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
	X			X	X	X	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
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.	<p>Applicable RTP Goals:</p> <p><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.</p> <p><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.</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p>
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

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/vSo1bJifSI?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

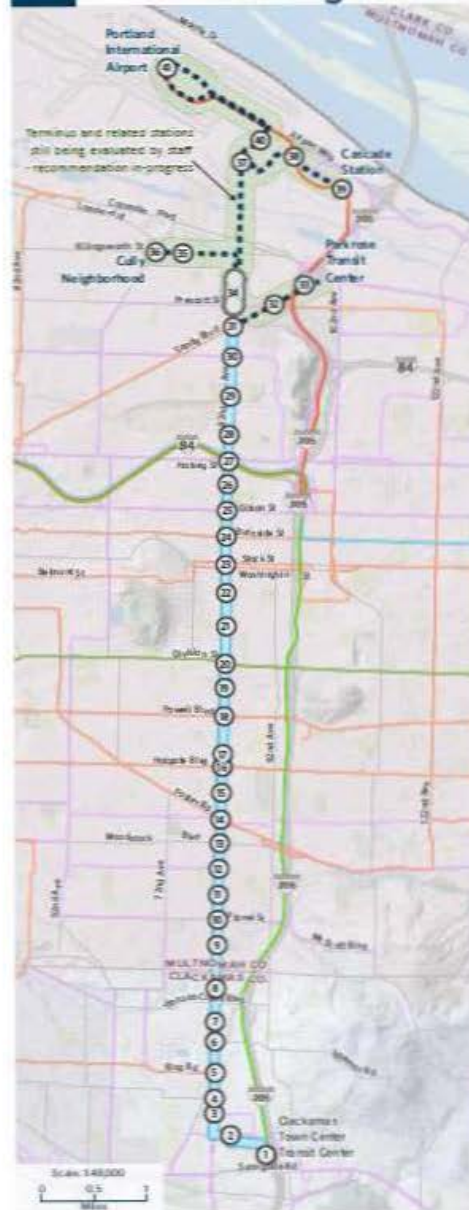
TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$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
 - FL2 frequent express service bus line
 - Frequent service bus lines
 - Other bus lines
 - Transit centers

*To be recommended by Steering Committee

Map Key	Proposed General Station Locations
1	Cockermus Town Center Transit Center
2	Cockermus Town Center
3	SE Cassweg Ave & SE 82nd Ave
4	South of SE Baker Dr (Woods) & SE 82nd Ave
5	SE King St & SE 82nd Ave
6	SE City St & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Sandy St & SE 82nd Ave
9	SE Dayton Springs Blvd & SE 82nd Ave
10	SE Howell St & SE 82nd Ave
11	SE Ryland St & SE 82nd Ave
12	SE Drake St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster St & SE 82nd Ave
15	SE Mapwood St & SE 82nd Ave
16	SE Halpin St & SE 82nd Ave
17	SE Howe St & SE 82nd Ave
18	SE Powell St & SE 82nd Ave
19	SE Woodstock St & SE 82nd Ave
20	SE Oakman St & SE 82nd Ave
21	SE 44th St & SE 82nd Ave
22	SE Taylor St & SE 82nd Ave
23	SE 30th St / SE Woodstock St & SE 82nd Ave
24	SE Burnside St & SE 82nd Ave
25	NE Green St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	NE 44th St & NE 82nd Ave
28	NE Trippwood St & NE 82nd Ave
29	McClintock High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Fremont St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Fremont St / Alameda St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE City St & NE Kingsworth St
37	NE Alameda St & NE 82nd Ave
38	NE 44th Ave MAX
39	Cascade MAX Station
40	NE Arroyo St & NE 82nd Ave
41	FLX Transit



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.	<p>Applicable RTP Goals:</p> <p><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.</p> <p><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.</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p>
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

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

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<https://www.youtube.com/live/vSo1bJifSI?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](#)

Original Programming for Key 23239



Metro

Transportation tracker | Welcome Ken Lobeck (Admin)

[Logout](#)

[Glossary](#)

[Documentation](#)

home	admin	RTP	RFFA	MTIP	FUND		search	
details	costs	programming	map	amendments	obligations	earmarks	comments	rffa

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 maded 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
				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? 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:	<p>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.</p>

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	

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: <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.
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 disabled 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	ACP0	2024				\$ 26,919			\$ 26,919
State STBG	Y240	2024					\$ 7,944,848		\$ 7,944,848
AC-STBGS	ACP0	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
Completion Date Notes:				Estimated Project Completion Date:			12/31/2027

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.

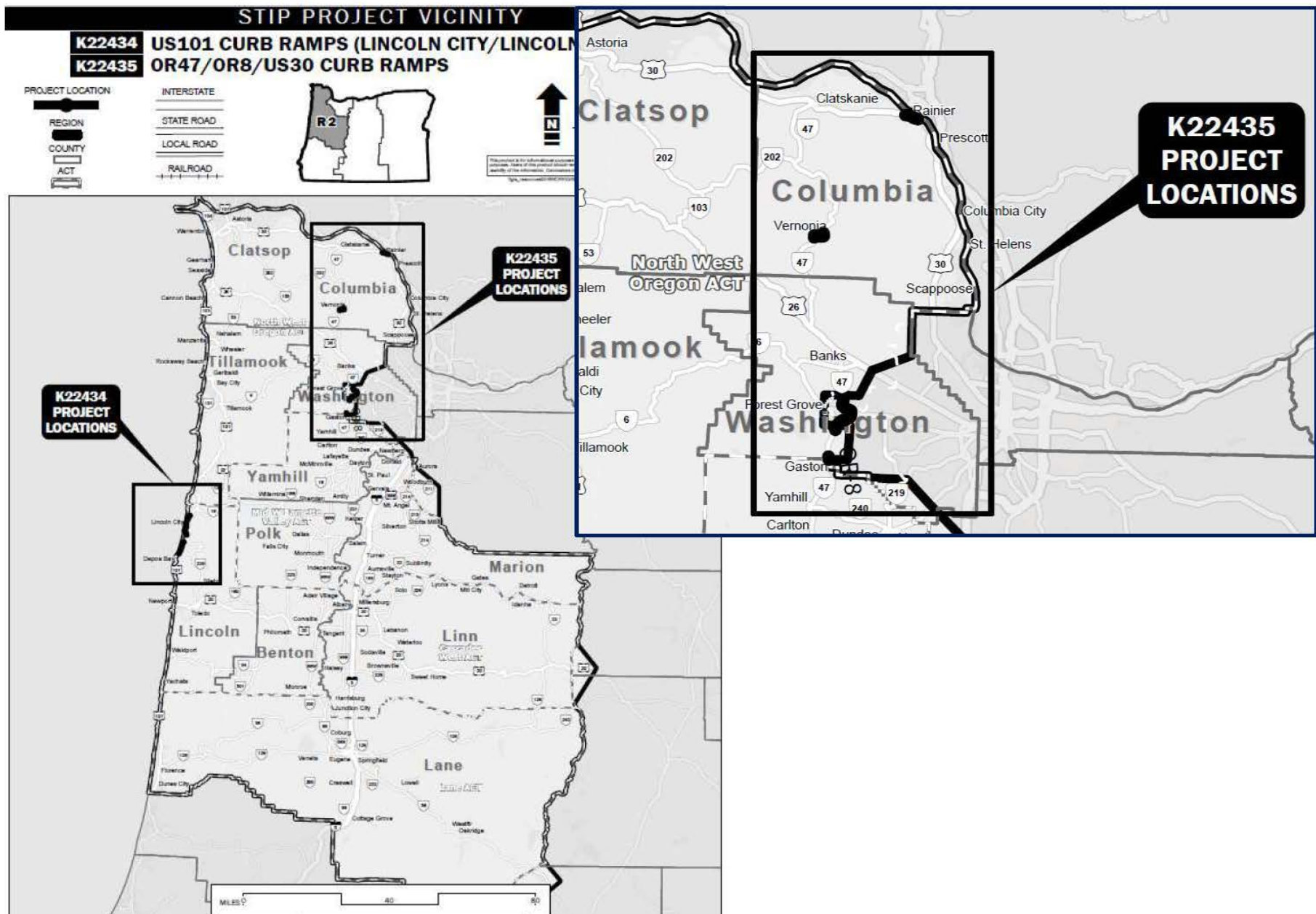
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	Yes, on OR47 in the project limits.
3. Is the project included as part of the approved: UPWP?	Not Applicable.
3a. 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: <u>Goal # 5 - Safety and Security:</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel, 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.
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		0.00
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		0.00
UR	ACP0	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		0.00
CN	ACP0	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		0.00
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 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.	<p>Applicable RTP Goals:</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p> <p><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.</p>
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									
	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:		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.	<p>Applicable RTP Goals:</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p> <p><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.</p>
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: 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)	\$ 1,836,831	\$ 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					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	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 The project is located outside of the identified Equity Focus Areas
					X	X	
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				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 Marylhurst Dr is designated as a Major Arterial
Yes	Transit	OR43 at Marylhurst Dr is designated as a Frequent Bus
No	Freight	OR43 at Marylhurst Dr has no designation in the Freight network
Yes	Bicycle	OR43 at Marylhurst Dr is designated as a Bicycle Parkway
Yes	Pedestrian	OR43 at Marylhurst Dr is designated as a Pedestrian Parkway.

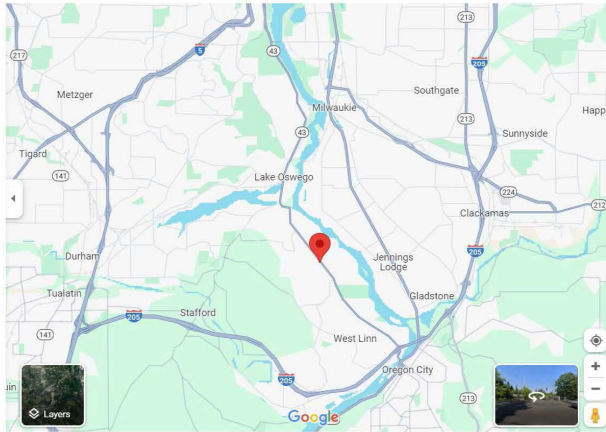
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR43	Other NHS Routes
Functional Classification	Yes	OR43	Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR43	FHWA Functional Classification Code: 3 (Urban Other Principal Arterial)

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:

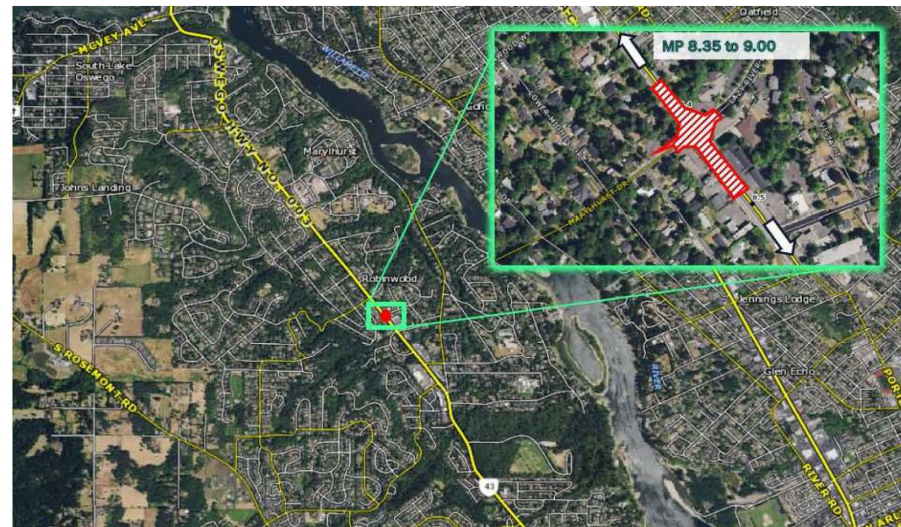
Fund Codes References

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 DP)

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 IUA	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		1,430,454.26
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		115,465.00
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 IUA	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 IUA	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		1,364,428.74
Grand Totals				7,038,203.00		4,100,000.00		0.00		2,938,203.00





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 5, 2024
To: JPACT 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?

TPAC received their official notification on January 5, 2024, and now is providing their approval recommendation to JPACT for 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 an 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 at 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 disabled 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 upgraded 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.

TPAC January 5 Meeting Summary:

TPAC members received their official MTIP formal amendment notification on January 5, 2024. Ken Lobeck provided an overview of the eight projects in the amendment bundle. He added that the minor programming technical change now would be needed to the 82nd Ave BRT project. The change will move the approved funding from the Planning phase to the Preliminary Engineering (PE) phase. Initially, staff were under the impression that Metro's project development would follow the logic of FHWA's definition and proceed no further than 30% design and only complete pre-NEPA scope actions. However, subsequent discussions revealed Metro's project will support TriMet all the way through the completion of NEPA and final design. Because of this, the fund programming should be reflected in the Preliminary Engineering phase and not be programmed in the Planning phase.

Karen Buehrig, Clackamas County TPAC Representative asked about the origin logic for the split federal funding of Carbon Reduction and Surface Transportation Block Grant (STBG) funds committed to the project. She also inquired if we would see the other CRP awarded projects come forward in future MTIP amendments, or if this one had a special requirement. Ken Lobeck and Ted Leybold, Metro Resource Development Department

Manager explained that the \$5 million of federal CRP funds was from the Metro prior approved Carbon Reduction Program funding call. The \$5 million is being split from the existing project grouping bucket that contains the \$18 plus million allocated to Metro. Additionally, as part of the IIJA legislation Metro received added STBG which a portion was approved Council to support Unified Planning Work Program (UPWP) Transit Corridor Development planning needs. A total of \$2.5million was committed to this area. Out of this commitment, \$1 million of STBG is being split off the Transit Corridor bucket to support the 82nd Ave BRT Project Development project.

With no further discussion, TPAC unanimously voted to provide their approval recommendation to JPACT to approve Resolution 24-5380 containing the eight new and amended projects.

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:

TPAC received their official notification on January 5, 2024 and now is providing their approval recommendation to JPACT for Resolution 24-5380 to add and amend the eight projects to the 2024-27 MTIP.

No Attachments.

4.2 Consideration of the December 14, 2023 JPACT Minutes (7:45 AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, January 18, 2024



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

December 14, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Paul Savas
Nafisa Fai
Carley Francis
Jesse Beason
Rian Windsheimer
Travis Stovall
Shawn Donaghy
Anne McEnerny-Ogle
Ali Mirzakhali

AFFILIATION

Metro Council
Metro Council
Clackamas County
Washington County
Washington State Department of Transportation
Multnomah County
Oregon Department of Transportation
Cities of Multnomah County
C-Tran
City of Vancouver
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Steve Callaway
Mingus Mapps
Ashton Simpson
Sam Desue
Curtis Robinhold
Joe Buck

AFFILIATION

Cities of Washington County
City of Portland
Metro Council
TriMet
Port of Portland
Cities of Clackamas County

ALTERNATES PRESENT

JC Vannatta
Millicent Williams
Jef Dalin

AFFILIATION

TriMet
City of Portland
Cities of Washington County

OTHERS PRESENT: Sara Ryan, Taylor Steenblock, Jamie Stasny, Matthew Hampton, Monica Krueger, Mike Bezner, Sarah Iannarone, Michael D. Walter, Mat Dolata, Brenda Bartlett, Jeff Gudman, Glen Bolen, Roger Geller, Tara OBrien, Allison Boyd, Abe Moland, Cindy Pederson, Jessica Pelz, Eric Hesse, Sara Wright, Shoshana Cohen, Jess Zdeb, Laurie Lebowsky-Young, Katherine Kelly, John Mermin, Cody Field, Scott Turnoy, Dwight Brashear, Jean Senechal Biggs, Mike McCarthy, Stephen Roberts, Nick Fortey, ADE-VLXDQ7M207, Sarah Paulus, Ford, Gerritt Rosenthal

STAFF: Connor Ayers, Jemeshia Taylor, Betsy Emery, Grace Cho, Jason Nolin, Anneliese Koehler, Kelly Betteridge, Ted Leybold, Michelle Bellia, Malu Wilkinson, Kate Hawkins, Tom Kloster, Ken Lobeck, Carrie MacLaren, Ally Holmqvist, Betsy Emery, Ramona Perrault, Lake McTighe, Jaye Cromwell, Catherine Ciarlo, Marielle Bossio, Tom Kloster, Tim Collins, Eliot Rose

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Connor Ayers read aloud the instructions for providing public testimony.

No members of the public provided testimony.

Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Metro Planning and Development Department Director Catherine Ciarlo (she/her) shared the names and ages of traffic victims during the month of November:

Michael Allen Percy, 32, Unidentified, Kaleb Banzer, 19, Brayden Fear, 19, Unidentified, Unidentified, Antonio Davila Rodriguez, 40, Unidentified, Unidentified, Unidentified, Unidentified, Malik Isaac Belcha, 23, Dana Deardorf, Brady Roy Wehage, 22, Unidentified, Unidentified

Chair Gonzalez provided updates on the Cascadia High Speed Rail Project.

Clackamas County Commissioner Paul Savas commented that he has lost three family members to fatalities and that many people that have suffered from life changing injuries from traffic accidents.

Chair Gonzalez moved onto the next agenda item.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the consent agenda, the Consideration of the November 16, 2023 JPACT Minutes and 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.

MOTION: City of Vancouver Mayor Anne McEnerny-Ogle moved to approve the consent agenda, seconded by C-Tran Chief Executive Officer Shawn Donaghy.

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5. INFORMATION/DISCUSSION ITEMS

5.1 Safe Streets for All Transportation Safety

Chair Gonzalez introduced Metro staff Catherine Ciarlo (she/her) and Lake McTighe (she/they) to present.

Ciarlo gave an overview of the Streets for All (SS4A) program and noted that the region has one of the lowest traffic fatality rates in the country. She mentioned that traffic deaths are increasing and disproportionately impacts lower income people and communities of color. Ciarlo thanked the committee members for their work.

McTighe explained the actions between the Metro Council and JPACT and the Streets for All (SS4A) program grants. She mentioned the Safe System approach, how the approach has reduced serious crashes and partnering with public health for safe people. McTighe mentioned that the Portland region has one of the lowest fatality rates in the US, but that traffic deaths are increasing. They noted the focus on reducing serious crashes and explained that people of color, poorer areas and people walking are disproportionately impacted. McTighe noted that speed and intoxication are leading contributing factors and the role of larger and heavier passenger vehicles. She explained that urban arterials pose the greatest risk and what actions that JPACT can take.

Chair Gonzalez raised concerns that the number of deaths is increasing.

Commissioner Savas mentioned Clackamas County's Drive to Zero. He also raised concerns about the safety of people on trails and on transit. Commissioner Savas suggested that they also consider injuries that occurred on or near transit that are not vehicle related.

McTighe noted that they want to look at all modes and that the number of people killed or injured on transit is small. She mentioned that riding transit is the safest mode, but getting to transit needs improvement.

City of Cornelius Mayor Jef Dalin suggested looking at the policies that have contributed to the increasing fatality rate. He raised concerns about the lack of investment to get people off the highways and diversion.

Chair Gonzalez commented that having more highways was not the solution.

ODOT Regional Manager Rian Windsheimer noted that the fatality rate goes up exponentially as speed increases. He mentioned that pedestrian fatalities along high-speed streets have increase and ODOT's fatality elimination goal by 2050. He suggested investing regional flexible funds into safety projects.

Multnomah County Commissioner Jesse Beason discussed the intersection of public health and transportation safety. He suggested considering revenue sharing to mitigate the impacts to safety on streets and arterials cause by diversion. He asked if the increase in fatalities is worse than other regions across the country. He also asked about how they are considering heavy electric vehicles.

McTighe noted that fatalities are rising across the country, but other countries have declining fatality rates. They mentioned the correlation between Vehicle Miles Traveled (VMT) and traffic crashes.

Commissioner Beason also asked if there was any data on the deeper psychology of crashes besides distraction by technology.

McTighe noted that there are many contributing factors for crashes. She explained that interventions like separation between users, slower speeds and expanding transit can help create a safer system.

McTighe added that the negative impacts of heavier vehicles will increase. They mentioned focusing on the systemic changes that help reduce the harm of crashes as a counterbalance to those heavier vehicles.

City of Gresham Mayor Travis Stovall suggested rebalancing of transportation investments in the region to prioritize areas with more traffic accident deaths. He commented on the need for more funding and to expand public transit. Mayor Stovall added that roundabouts can decrease fatal accidents at intersections. He asked if the homeless population is also disproportionately impacted.

McTighe noted that the houseless population is disproportionately impacted, but most of the deaths are still by motor vehicle. She mentioned some examples of the interventions that can be made to reduce traffic deaths and make it safer for homeless people, such as lower traffic speeds and protected bikeways.

Metro Councilor Christine Lewis suggested looking at how other systems function as they do future investments. She also suggested getting data on fatal and serious injury crashes that are caused by people not abiding by the rules of the road or behaving normally.

McTighe mentioned that they are looking into developing a regional safety prediction model. They noted that safety prediction models can include factors such as level of education and percent of the population. McTighe added that they could look at systemic changes that can reduce harm when people make mistakes in an urban environment.

Chair Gonzalez announced that the Regional Freight Delay and Commodities Movement Study Update will be moved to the January meeting.

Commissioner Savas commented that intoxicated people take various mode of travel that causes accidents. He added that the data is based on reported accidents and that the data does not factor in the entire system.

Portland Bureau of Transportation Director Millicent Williams commented that they need to ensure that the choices people make do not result in them potentially dying. She mentioned the potential impacts of tolling, such as diversion and more people on the arterials.

Oregon Department of Environmental Quality Air Quality Administrator Ali Mirzakhilili noted that the RTP does not have models to predict crashes yet. He asked what is being done to develop these tools.

McTighe noted that they used their partners, who are developing projects, to do a cost benefit analysis and to understand the safety impacts of the individual projects. She mentioned that if JPACT and the Metro Council are interested, they can look into a regional planning models that could predict the safety investments. McTighe added that it is challenging to predict overall at the regional planning level.

Washington Department of Transportation Southwest Regional Administrator Carly Francis responded to Commissioner Beason's question about electric vehicles by mentioning the importance of vehicle design and where the weight of the vehicle is loaded.

Ciarlo explained that they have a lot of data from other places that show what kinds of tools work to address serious injury crashes. She noted that those tools focus on separation of vulnerable people from less vulnerable ways of travel and they tend to focus on speed. Ciarlo commented on the importance of investment into these tools to see better safety outcomes.

Washington County Commissioner Nafisa Fai agreed with the comments about system improvements and address the behavior. She asked if they could do an education campaign for the more problematic corridors. Commissioner Fai mentioned witnessing a family crossing a railroad to get to the bus stop on TV Highway and asked how to fix some of the loopholes that exist.

Chair Gonzalez summarized the comments and suggestions from the committee members. He mentioned that there will be a large transportation package conversation in 2025 and hoped that they continue to prioritize safety.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5.2 Sunrise Corridor Visioning Project Update

Chair Gonzalez introduced Metro Staff Kelly Betteridge (she/her) and Clackamas County staff Jaime Stasny (she/her) to present.

Betteridge noted changes over time to the Sunrise Corridor through sharing her and her family's experiences.

Stasny discussed the land acknowledgement, where the project area is, and the history of the corridor. She mentioned past studies done in the corridor and the transportation outcomes from past work. Stasny discussed the context of the present local community, the visioning overview, and the visioning goals. She noted the project timeline, their partners, and their engagement outreach.

Commissioner Savas noted that safety is a priority for the Sunrise Corridor. He explained that there is a large concentration of people on the south side of Highway 212, but the only way for these people to get

to services or to schools on the north side of the highway is by car.

Councilor Lewis commented on the intentionality of talking to the community and making sure that people are not being displaced. She also discussed the challenges of having various land uses in the corridor and finding transportation solutions.

Windsheimer mentioned the various needs that have to be accommodated for in the corridor, like for the Fred Meyer distribution center and for schools. He looked forward to I

Mirzakhilili asked about the makeup and selection process for the steering committee.

Stasny explained the steering committee will be 20 members and will include local jurisdictions, TriMet, community members, interested parties and their leadership cohort. She added that applications will be due on Friday and the selection process will begin next week.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5.3 Regional Freight Delay and Commodities Movement Study Update

This item was moved to the January JPACT meeting.

5.4 JPACT 2024 Workplan Process Preview

Chair Gonzalez introduced Metro staff Catherine Ciarlo to present.

Ciarlo discussed the proposed work plan highlights and the RTP implementation work.

Chair Gonzalez asked that committee members send him and Metro staff items that they want to see or to prioritize for next year.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

6. UPDATES FROM JPACT MEMBERS

There were no updates from the JPACT members.

7. ADJORN

Chair Gonzalez adjourned the meeting at 9:30 AM.

Respectfully Submitted,



Jemeshia Taylor
Recording Secretary

12/14/2023

Minutes 6

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 14, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	12/14/2023	Fatal Crash Slide	121423-01
5.1	Presentation	12/14/2023	Safe Streets for All Presentation	121423-02
5.2	Presentation	12/14/2023	Sunrise Corridor Community Visioning Presentation	121423-03
5.4	Presentation	12/14/2023	2024 JPACT Workplan Process Presentation	121423-04

**5.1 Climate Pollution Reduction Grant: Preliminary Climate
Action Plan (7:50 AM)**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 18, 2024

JPACT Worksheet

Agenda Item Title: Portland/Vancouver area Climate Pollution Reduction Grant

Presenters: Eliot Rose, Senior Transportation Planner

Contact for this worksheet/presentation: Eliot Rose, eliot.rose@oregonmetro.gov

Purpose/Objective: Update JPACT members on recent progress on Metro's EPA-funded Climate Pollution Reduction Grant (CPRG) and discuss next steps.

Outcome: JPACT members understand the goals and timeline of the CPRG, as well as how their organizations have been engaged / can engage with the process, and offer feedback on how this grant can best support progress toward regional climate goals moving forward.

What has changed since JPACT last considered this issue/item? This is the first time this item will be presented to JPACT.

What packet material do you plan to include? None. Staff will present slides and make a technical memo available as a follow-up.

**5.2 Regional Freight Delay and Commodities Movement Study
Update (8:20AM)**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 18, 2024

JPACT Worksheet

Agenda Item Title: Regional Freight Delay and Commodities Movement Study Update

Presenters: Tim Collins, Senior Transportation Planner (Metro)

Contact for this worksheet/presentation: Tim Collins, at tim.collins@oregonmetro.gov

Purpose/Objective

The purpose of the study is to evaluate the level and value of commodity movement on the regional freight network and to have a policy framework for commodity movement in the region; with a history of how COVID-19 economic impacts have affected freight truck travel, e-commerce and delivery services.

The main objectives of the study are to:

- Identify which mobility corridors are carrying the highest volumes and highest values of commodities;
- Explore how increases in e-commerce are impacting the transportation system and regional economy;
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement;
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable.

Outcome

Inform JPACT on corridor level findings on commodities movement, existing freight mobility and reliability issues, and answers to the freight policy questions. Provide regional freight policy recommendations and updates to freight policy actions from the final report for the study. Provide answers to questions and receive input from JPACT about the study.

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

Staff has new information on commodity daily values and most common commodities; and will provide examples for some of the 19 mobility corridors. Staff has a new analysis of existing freight mobility and travel time reliability, along with regional freight policy recommendations from the studies final report.

What packet material do you plan to include?

There will be a PowerPoint presentation that will be provided to JPACT.

5.3 Regional Transportation Priorities and Funding (8:50AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, January 18, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding

Presenters: Anneliese Koehler, Metro; Miles Pengilly, Trimet; Derek Bradley, City of Portland; Erin Doyle, Washington County; Trent Wilson, Clackamas County; Jeston Black, Multnomah County

Contact for this worksheet/presentation: Anneliese Koehler

Purpose/Objective

To give JPACT members legislative and political context for a possible state legislative package in 2025.

Outcome

JPACT members understand the current political dynamics and conversations surrounding a possible state legislative package in 2025.

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

They have not considered this item before. In advance of the state transportation package in 2017, JPACT developed a legislative agenda for the 2017 state transportation package. We are exploring the possibility of doing something similar and want to start with an overview of the current conversations surrounding a possible package in 2025.

What packet material do you plan to include?

None.

Materials following this page were distributed at the meeting.

EPA Climate Pollution Reduction Grant (CPRG)

Metro Joint Policy Advisory Committee on
Transportation

January 18, 2024

Goal of today's meeting

Update JPACT members on the CPRG planning grant and receive feedback on the Priority Climate Action Plan, which is the first deliverable under this grant.

What are the CPRG *planning* grants?

The CPRG grants are non-competitive, 4-year planning grants that fund states and metropolitan areas* to create plans and identify strategies that:

- Significantly reduce greenhouse gases (GHGs) and offer other co-benefits
- Can be readily implemented by agency partners
- Are aligned with federal and state climate funding sources

** The Portland-Vancouver metropolitan statistical area (MSA) includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington and Yamhill counties.*

About the Climate Partners' Forum

The Climate Partners' Forum is a group of self-nominated technical staff from agencies across the MSA who help to steer the CPRG planning grant. These forum members...

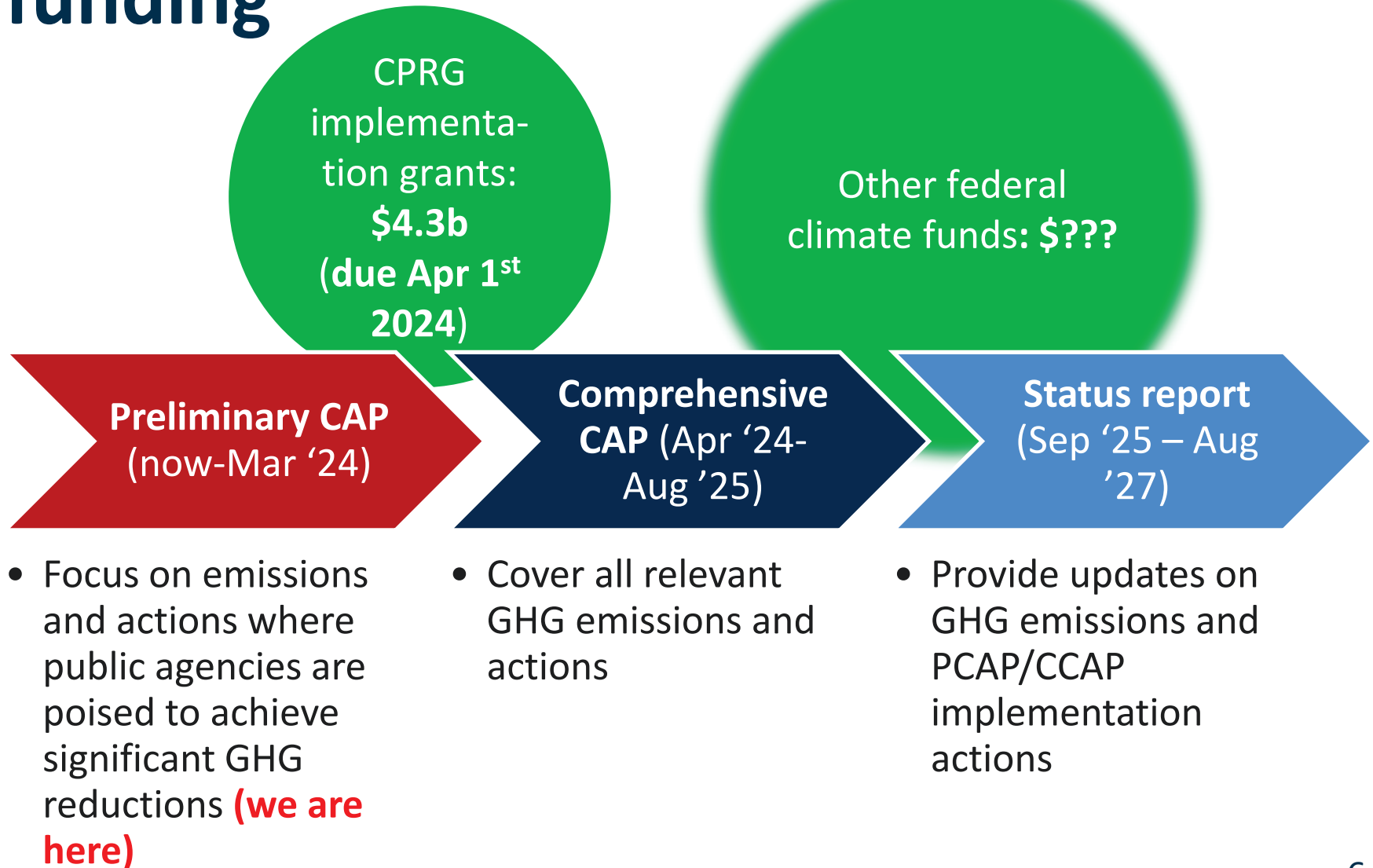
- review deliverables and provide feedback at key points
- are typically lead climate staff in their organization
- have expertise in different GHG emissions sectors and strategies (e.g., energy, buildings, transportation)
- may join or leave the Forum at any time, and may invite other staff within their agency to participate.

Climate Partners' Forum members

City of Beaverton
Clackamas County
Clark County
Clark County DPH
Columbia County
City of Gresham
City of Hillsboro
City of Lake Oswego
City of Milwaukie
Metro
Multnomah County
ODOT
Oregon DEQ
Oregon DOE

Port of Columbia County
Port of Vancouver
Portland (BPS, PWB, PBOT, BES)
Portland Public Schools
SW Washington Regional Transportation Council
Skamania County
SW Clean Air
Tualatin Hills Parks & Recreation District
City of Tigard
TriMet
City of Tualatin
City of Vancouver
Washington County

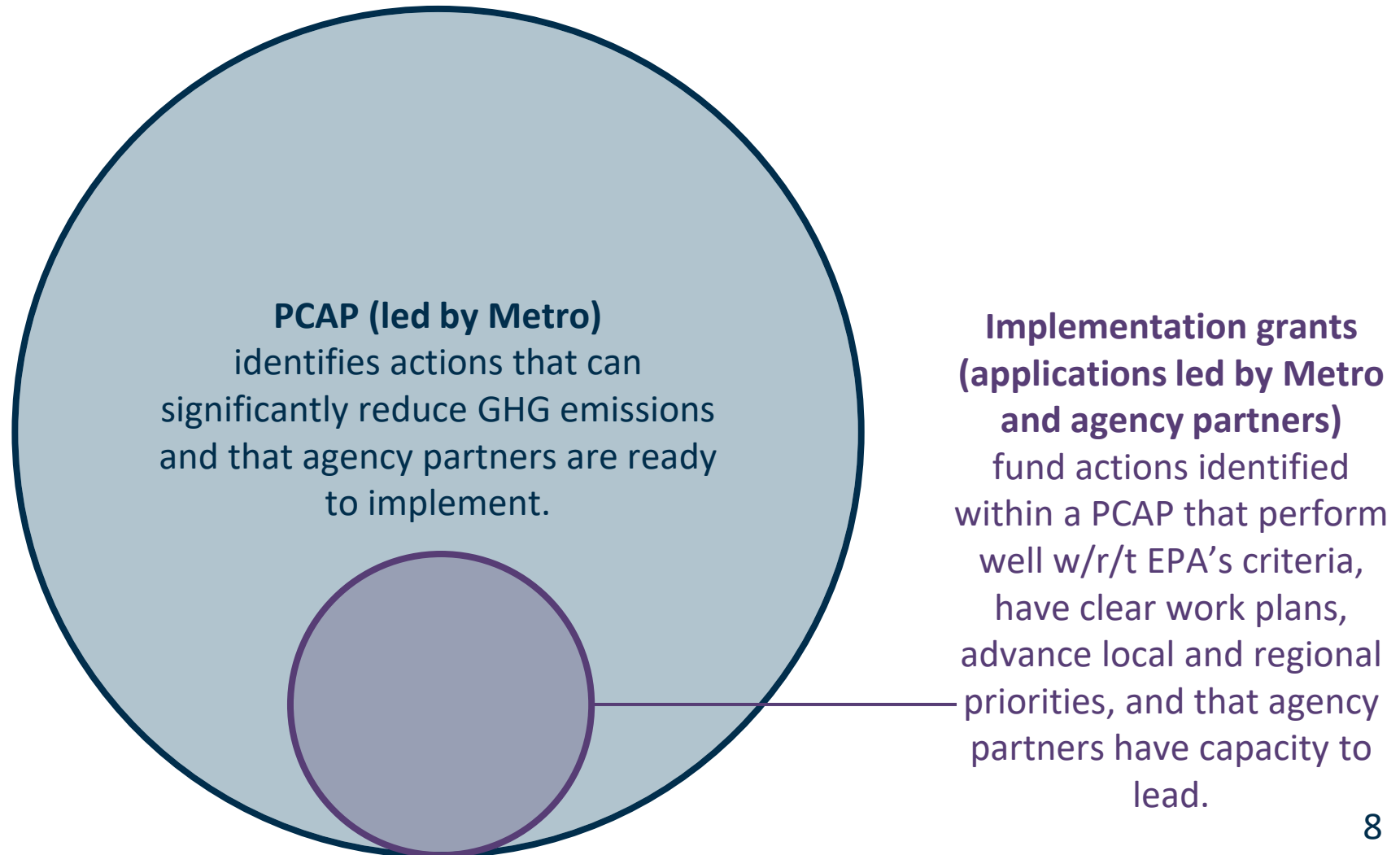
Two rounds of planning, two rounds of funding



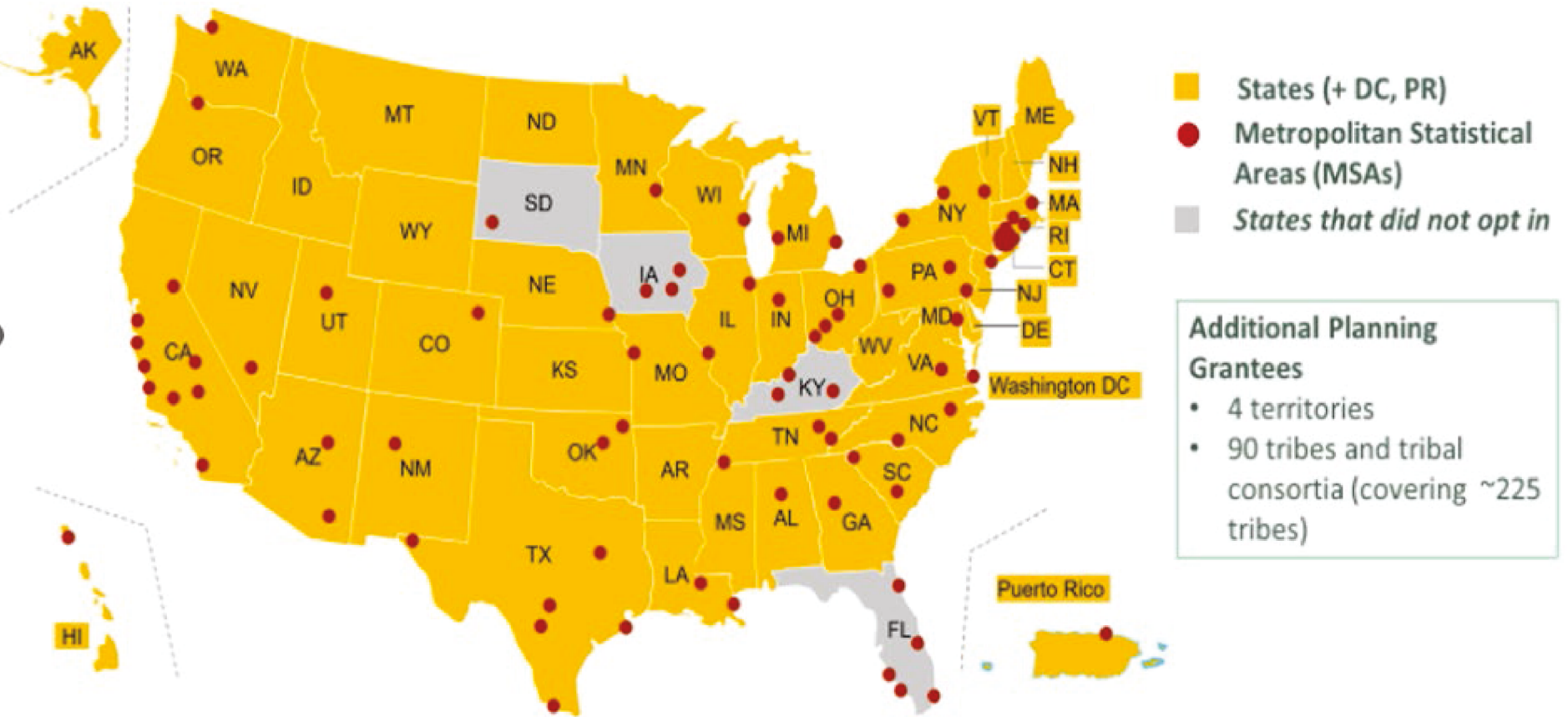
CPRG *implementation* grants: the basics

- Total funding available: \$4.3b
- Individual grant amount: \$2m-500m
- Number of awards expected: 30-115
- EPA expects 50-70% of grants to be <\$10m
- Match required: none
- Grant period: 5 years
- Eligible applicants: states, municipalities, and tribes
- *Projects must be included in a PCAP to be eligible for CPRG implementation grants.*

The PCAP and CPRG implementation grants are related, but distinct



Coordination is critical



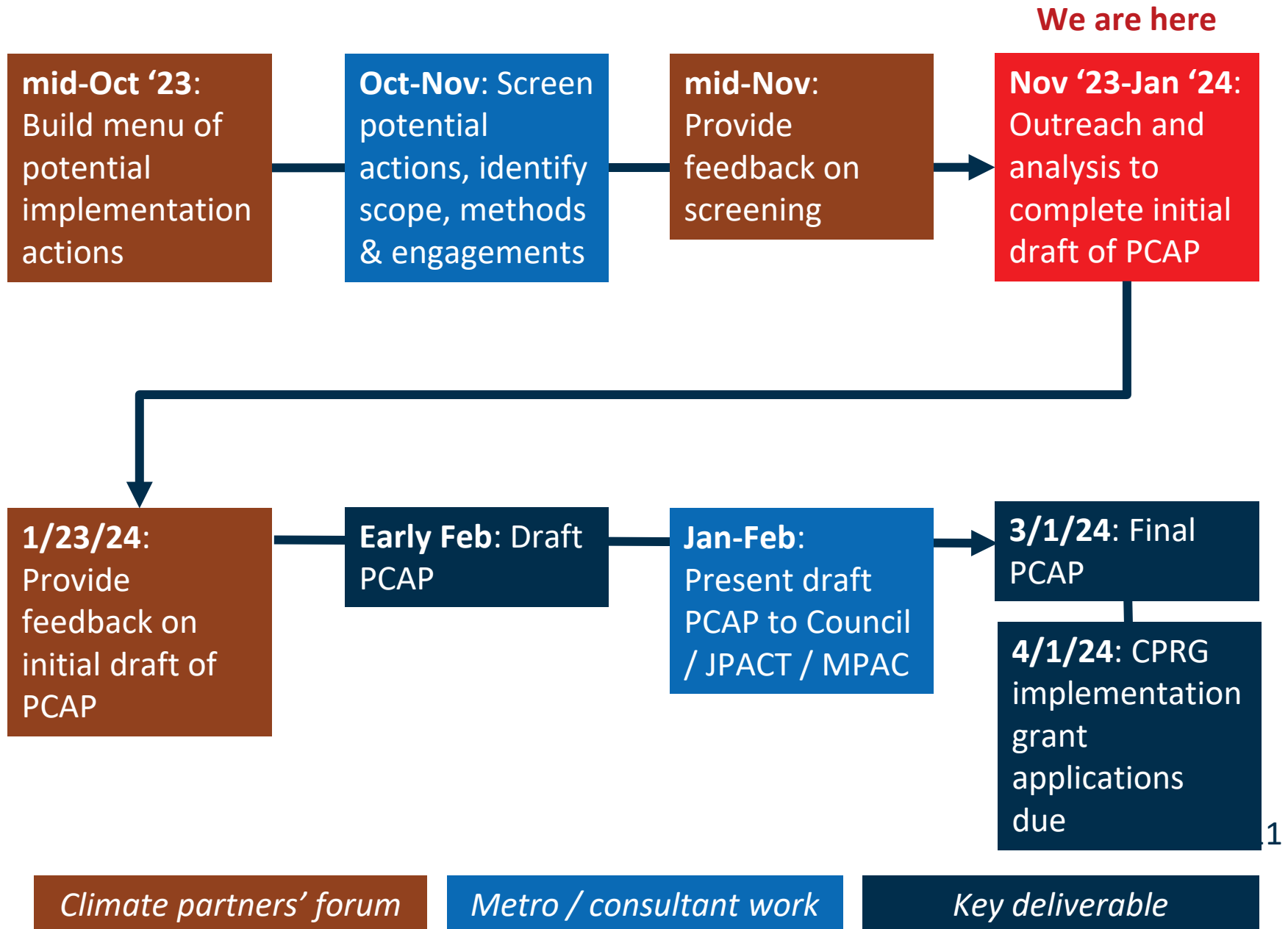
In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants.

What actions belong in the PCAP?

The PCAP will be an *action-driven* plan that reviews potential projects and highlights those that best align with EPA's implementation funding criteria. It will focus on projects that:

- Are focused on reducing GHGs
- Can reduce GHG emissions within 5 years
- Are documented in existing plans
- Are detailed enough for us to understand potential GHG reductions, costs, and work plans
- Can be led by public agencies
- Have a clear lead applicant with the capacity to develop an application

PCAP: 5-month timeline



What we've learned so far

- CPRG funding criteria prioritize projects that are shovel-ready, cost-effective at reducing GHGs, and scale up across the region.
- Local climate plans vary widely, which is a barrier to taking regional action.
- Our most significant GHG reduction opportunities are in transportation, residential energy efficiency, and waste management.
- There isn't enough CPRG implementation money to fund all these opportunities, and few agency partners have capacity to apply.
- Our region is taking a more aggressive approach to equity and climate justice than EPA requires.

Initial screening criteria

- Readiness: is information available?
- GHG reductions: likelihood of significant GHG reductions within 5 years
- Local agency authority: authority, resources and experience to lead implementation
- Scalability: can it benefit multiple agencies or communities within the MSA?
- Co-Benefits: especially with respect to equity

Screening Results

Strategy	Screening Score
3a. Implement high-capacity transit across the metro area , including the Metro High Capacity Transit Strategy, C-Tran High Capacity Transit Routes, and other high-priority regional transit expansions	15
3b. Redesign streets and infrastructure to reduce delays for transit vehicles (e.g., on regional Enhanced Transit and Transit Priority corridors)	15
4a. Improve multimodal access to transit stations	15
6a. Support weatherization and efficiency upgrades in existing residential buildings , providing incentives for common energy efficiency measures. Consider retrofits of other publicly-owned buildings in cases where emissions reductions are significant and well-documented.	15
4b. Complete key gaps in the regional active transportation network identified through regional transportation plans , prioritizing high-demand areas, transit station walksheds, regional centers, high injury corridors	14
4c. Expand Regional Safe Routes to School programs	12
9a. Expand the availability of residential composting programs by expanding requirements to offer these programs in the Metro region	12

Screening Results

Strategy	Screening Score
5a. Expand the use of intelligent transportation systems	11
5b. Expand use of parking pricing (including implementation of Oregon CFEC requirements)	11
7a. Implement green tariffs to fund community-wide renewable electricity usage with options to opt-out and assistance for low-income residents.	11
9b. Expand anaerobic digestion capacity by investing in new facilities and/or better coordinating the use of existing facilities	11
2a. Support the electrification of school bus and transit fleet and the installation of fast charging equipment	10
5c. Implement regional congestion pricing	10
8a. Expand food recovery and distribution programs , particularly food waste reduction education programs for residential, commercial and food production sectors.	10

What's next?

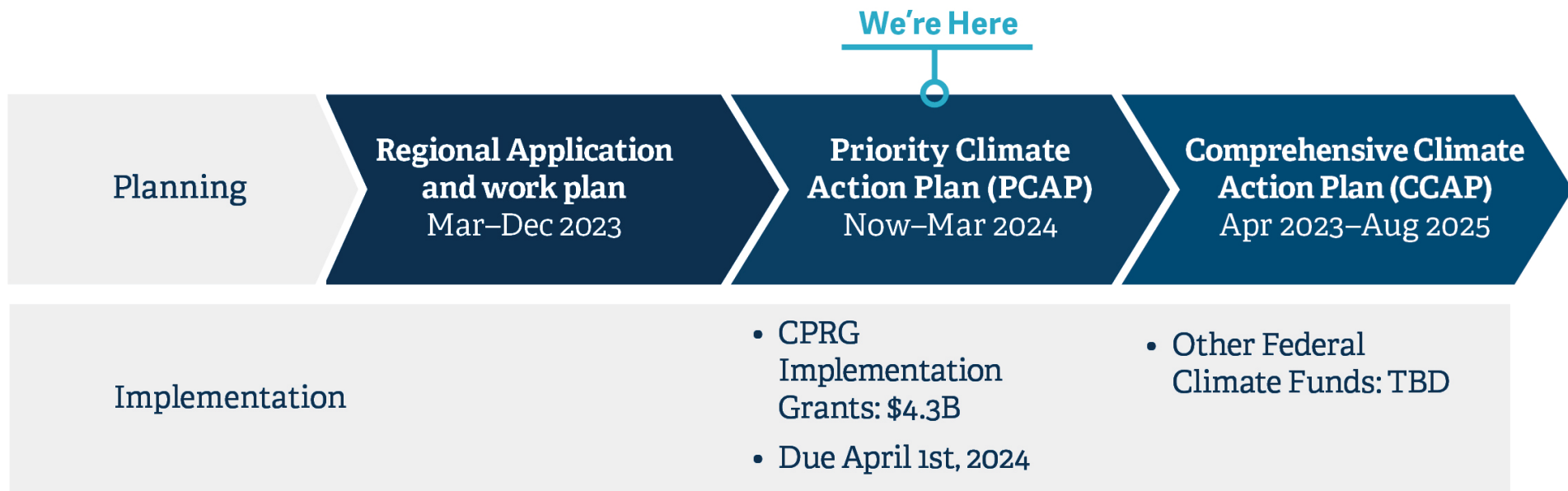
Over the next month, the CPRG team will:

- Conduct outreach to key partners to ensure support and collect feedback on GHG reduction strategies
- Complete the PCAP analysis (including a metro area GHG inventory and estimates of GHG reductions and co-benefits for different PCAP strategies)
- Coordinate among implementation grant applications

Planned PCAP Engagement

Group	OR side engagement	WA side engagement
Regional technical transportation and land use committees	MTAC and TPAC	RTAC
State-level CPRG leads	DEQ and other state partners	WA Commerce and other state partners
Equity coalitions	Getting There Together	Fourth Plain Forward
Energy efficiency program implementers	Energy Trust of Oregon	TBD (we will ask WA commerce and RTC for recommendations)
Green Workforce	Worksystems	

Don't forget about the CCAP!



Discussion questions

- Do you have questions about the CPRG grant and our region's approach?
- Do you have feedback on the strategies in the draft PCAP?
- Are there relevant efforts or stakeholders in your community that we should know about?

eliot.rose@oregonmetro.gov
oregonmetro.gov





Regional Freight Delay and Commodities Movement Study

E-commerce, mobility and reliability, and regional findings

JPACT meeting, January 18th, 2024

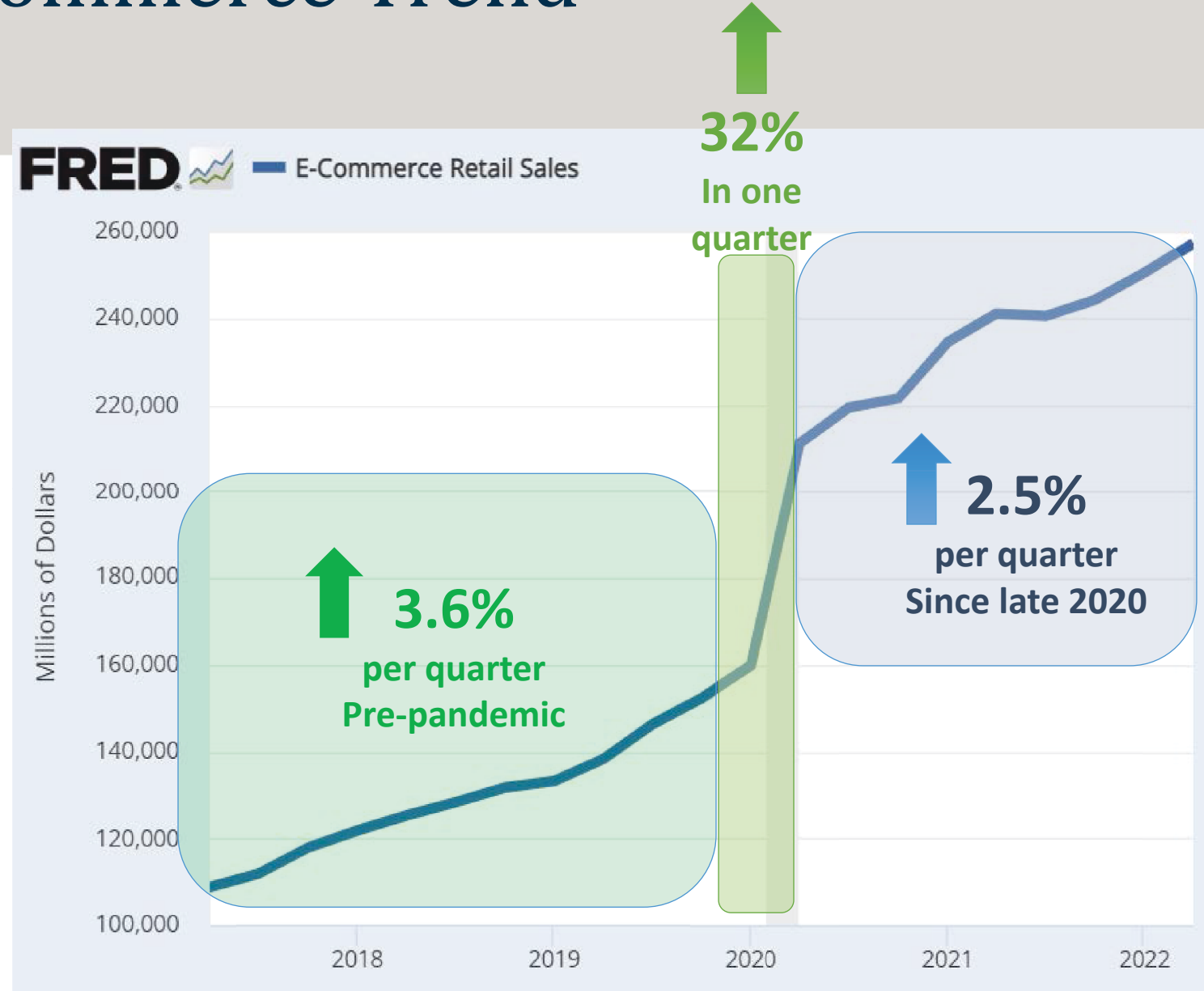
Tim Collins, Metro

Presentation Outline

1. E-commerce trends and impacts
2. Regional key findings on commodities movement
3. Mobility and Reliability Issues
4. Regional Freight Policy Questions
5. Regional Freight Policy Recommendations from the
Commodities Movement Study Final Report

1. National E-Commerce Trend

- Tremendous spike in e-commerce demand in 2020
- Growth rate has **slowed** since, but sales and deliveries continue to increase
- What effects has the pandemic had on e-commerce in this state and region?



Summary of Impacts in the Region

- Rise of E-Commerce means more:
 - Industrial real estate development
 - Deliveries
 - Jobs and wages in key sectors
- Uncertainty on:
 - Net traffic and environmental impacts



2. Corridor Level Commodity Flow Findings for 2020

Tiers for Commodity Groups in 19 Selected Mobility Corridors by Daily Dollar Value

- Tier 1 - Daily Dollar Value Corridors (5) - Red highlight (\$130 Million or more)
- Tier 2 - Daily Dollar Value Corridors - Orange highlight (\$58 Million to \$129 Million)
- Tier 3 - Daily Dollar Value Corridors - Green highlights (\$23 Million to \$57 Million)
- Tier 4 - Daily Dollar Value Corridors - Blue highlight (\$22 Million or less)

Examples of **Tier 1** Commodity Groups in Selected Mobility Corridors by Daily Dollar Value

Portland Central City to Tigard (\$203 M - \$260 M - total NB and SB)

- Northbound I-5 from OR 217 to Terwilliger Blvd. – ***Misc. Manufacturing, Food and Electronics***
- Southbound I-5 from Terwilliger Blvd. to OR 217 – ***Motor Vehicles, Misc. Manufacturing, Electronics and Machinery***

Tigard to Wilsonville (\$220 M - \$225 M - total NB and SB)

- Northbound I-5 from Wilsonville to south of OR 217 – ***Misc. Manufacturing and Food***
- Southbound I-5 from south of OR 217 to Wilsonville – ***Motor Vehicles, Misc. Manufacturing and Electronics***

Examples of Tier 2 Commodity Groups in Selected Mobility Corridors by Daily Dollar Value

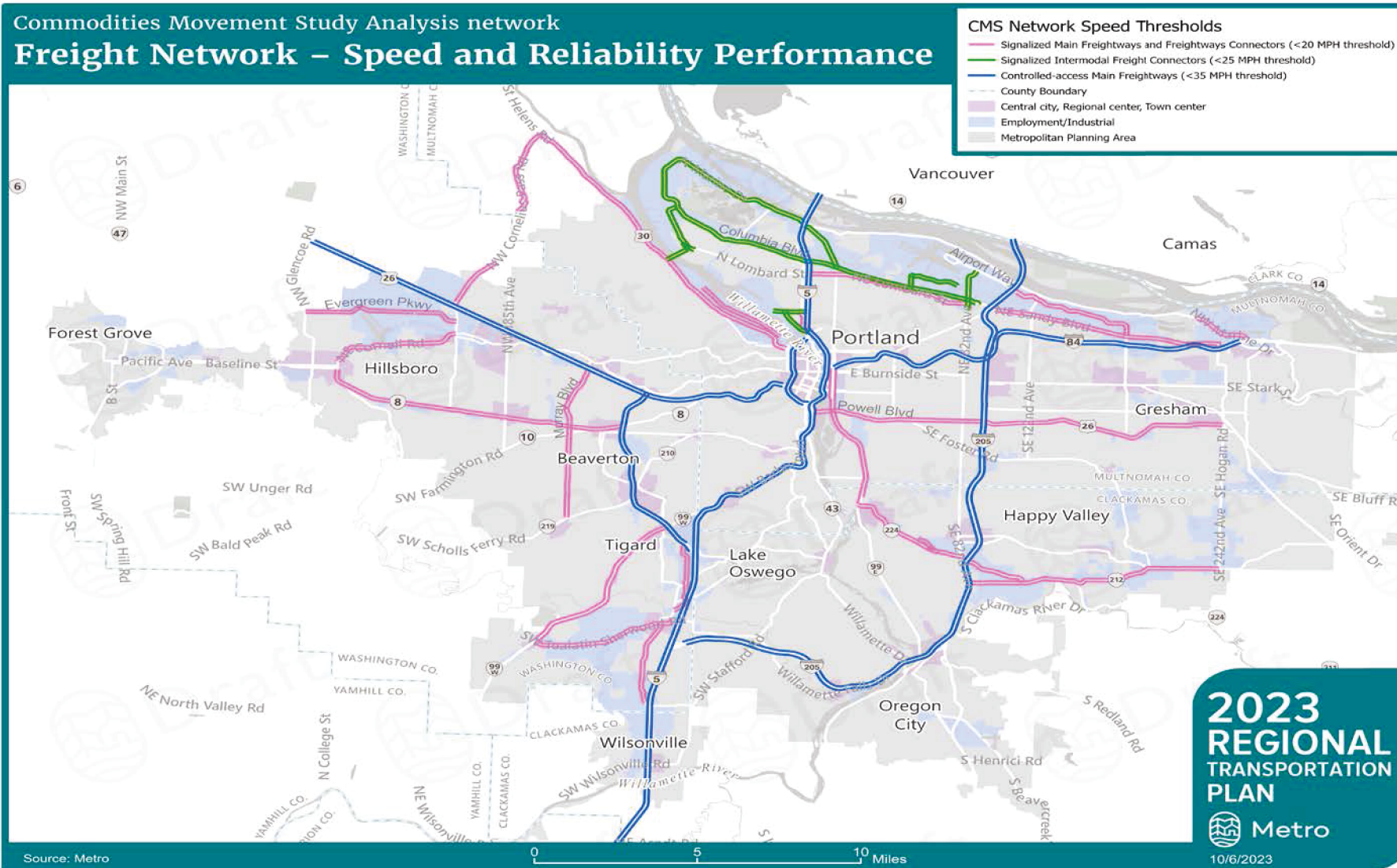
Gateway to Clark County (I-205) (\$64 - \$86 M total NB and SB)

- Northbound I-205 I-84 to Glen Jackson Br. – ***Food, Electronics, Machinery, and Misc. Manufacturing***
- Southbound I-205 Glen Jackson Br. to I-84 – ***Motor Vehicles, Machinery, Electronics, and Misc. Manufacturing***

Gateway to Oregon City (I-205) (\$58M - \$67 M total NB and SB)

- Northbound I-205 from OR 212 to Stark St. – ***Food and Electronics***
- Southbound I-205 from Stark St. to Sunnyside Road – ***Food and Misc. Manufacturing***
- Southbound I-205 north of OR 212 – ***Food, Electronics and Misc. Manufacturing***

Freight network used for freight mobility and travel time reliability analysis



3. Regional Mobility Policy update based on average speeds

- Recently adopted RTP Regional Mobility Policy – Measures hours of reduced average speeds throughout the day on regional throughways that exceed these thresholds:
 1. **Less than 35 mph** for up to 4 hours, on regional throughways with limited access
 2. **Less than 20 mph** for up to 4 hours, on regional throughways with signals and other access

Commodities Movement Study (CMS) expands on the RTP mobility policy

- Commodities Movement Study – More fully measures freight mobility throughout the day on part of the regional freight network that don't meet these thresholds:
 1. **Less than 25 mph** for up to 4 hours, on regional intermodal connectors
 2. **Less than 20 mph** for up to 4 hours, on highways with signals and other signalized freight network routes

What is the Travel Time Reliability Index (TTRI)?

- Measures travel times at different times of the day for each of the segments on the regional transportation system
- This study looks at the TTRI for the AM travel times from 6 to 10am, and the Mid-day travel times from 10 am to 4 pm
- The TTRI does not measure congestion; locations can be reliably congested during a period of the day.

Existing Mobility and Reliability Issues

- Identified top locations with speed or reliability issues
 - HOC – Hours of Congestion (Speed below threshold)
 - TTR – Travel Time Reliability (How long can it take relative to normal)
- The following slide summarizes the performance of freight network facilities and how they compare to each other

TABLE KEY	HOC	TTR (AM or MIDDAY)
<u>Top Tier Issue</u> (Relative to other freight facilities)	<u>7+ Hours</u>	<u>3+ Times as long</u>
<u>Second Tier Issue</u> (Relative to Other Facilities)	<u>4 to 7 Hours</u>	<u>2 to 3 Times as long</u>
Third Tier Issue (Relative to Other Facilities)	3 to 4 Hours	Under 2 Times as long

Examples of Existing Mobility and Reliability Issues

CORRIDOR	LOCATION	SPEED (HOC)	TTR (AM)	TTR (MIDDAY)
I-405	NB (US 26 to I-5)	<u>3.6 to 4.5</u>		<u>3.9 to 4.7</u>
	SB (US 26 to I-5)	<u>4.4 to 6.4</u>	<u>2.7 to 3.7</u>	<u>3.1 to 4.2</u>
I-5 (North)	SB (Marine to I-84)	<u>5.3 to 9.1</u>	<u>2.0 to 2.4</u>	<u>2.3 to 3.3</u>
	NB (I-84 to Vancouver WA)	<u>5.0 to 6.8</u>		<u>4.5 to 6.7</u>
I-84	WB (I-205 to OR99E)	<u>3.9 to 7.7</u>		<u>2.0 to 2.1</u>
	EB (OR99E to Sandy)	<u>3.5 to 5.6</u>		<u>1.8 to 2.2</u>
I-5 (South)	SB (I-205 to Boones Ferry)	3.1		<u>4.7</u>
	NB (Capitol Road to Multnomah Blvd.)	3.1	<u>2.3</u>	
	NB (Dartmouth to Capitol Road)	Not applicable	<u>3.2</u>	

- **I-405** has Tier 2 duration of low speeds, but higher degree of unreliability
- **I-5 North** has generally longer duration of low speed (Tier 1 and Tier 2) and high midday unreliability
- **I-84** also longer duration of lower speed, though reliability better than I-5 North
- **I-5 South** generally fewer hours of low speed, but unreliability higher in some segments

4. Regional Freight Policy Questions: Lessons Learned

Q1

What are emerging trends in the freight sector that have certain types of impacts on the transportation system?

Q2

When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?

Q3

Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?

Q4

What are ways in which the freight sector can reduce greenhouse gas emissions?

What are **emerging trends** in the freight sector that have certain types of impacts on the transportation system?

Q1: Emerging Trends

Trend	Global “Big Picture” Impacts	Portland Regional Impacts: \$ <i>Economic Impacts</i> + <i>Transportation Impacts</i>
Mitigating risks/uncertainty	<ul style="list-style-type: none"> - Diversifying production locations - “Reshoring” production and materials sourcing 	\$ New manufacturing job opportunities + Origins and destinations, modes, routes, etc., may change
Technological advancement (A.I., terminal and vehicle automation, 3D printing, etc.)	<ul style="list-style-type: none"> - Could reduce transportation costs and facilitate more diverse and resilient supply chains 	\$ Potential to gain a regional economic competitiveness advantage + Improved efficiency, reduced truck delay
Growth in e-commerce demand	<ul style="list-style-type: none"> - Emphasis on “time-definite” delivery - Increase in foreign imports to the U.S. - Networks of fulfillment and delivery centers in/near population centers 	\$ Increased jobs in some sectors; \$ Increased pressure on industrial real estate + Net effects of e-commerce are not well understood + Last-mile challenges in many Portland neighborhoods and other urban/mixed-use centers

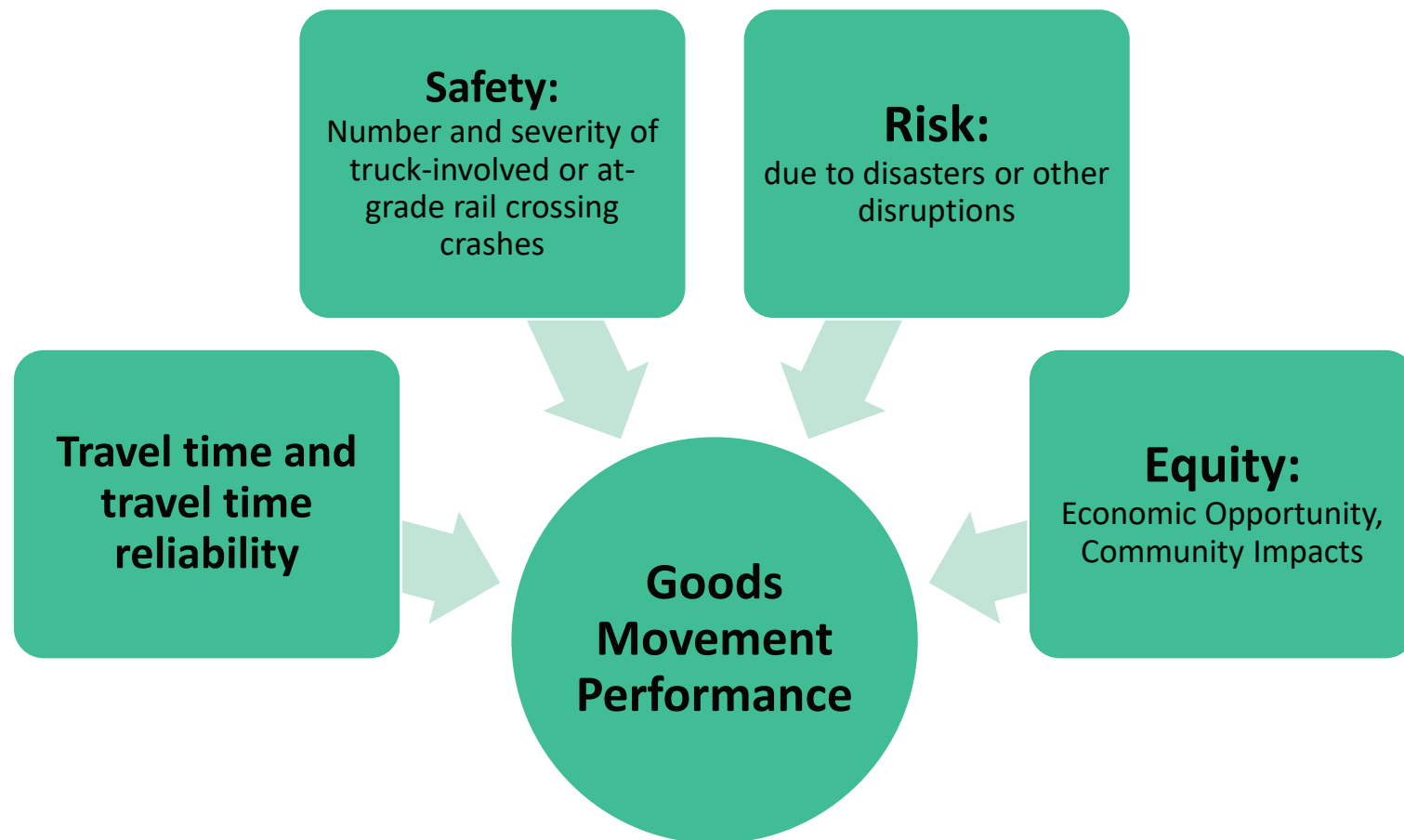
When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?

Q2: Public Sector Role in E-Commerce Impacts

Issue/Impact	How to Address the Issue
Curb access, double-parking, etc.	Context-sensitive curb management and parking strategies , including right-sizing loading zones, flexible curb zones, and reservation systems
Land use: Warehouse and fulfillment center development	Conduct an inventory of land use appropriate for warehouse and fulfillment center development and assess capacity versus need. Monitor development and redevelopment trends in industrial districts. Might need changes to land use policies
Land use: “Dark store” conversions	Review land use regulations to determine if dark store conversions are feasible. Conduct outreach to determine if and where such conversions may be desirable or undesirable. Adjust land use regulations as necessary.
Augment the public’s understanding of e-commerce trends and impacts	Purchase available data, perform analysis and integrate with existing modeling tools to estimate the transportation system effects of e-commerce and last-mile deliveries. Incorporate findings into planning documents and public/stakeholder engagement activities

Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?

Q3: Goods Movement Performance



What are ways in which the freight sector can reduce greenhouse gas emissions?

Q4: Reducing Freight Emissions

Methods for reducing freight emissions:

- Transition fleets to alternative fuels
- Mode shift (truck to rail for long-haul)
- Alternative last-mile delivery solutions (cargo bikes, delivery robots, etc.)
- Continue to improve routing efficiency (using A.I. and other tools).



Image sources: Top: Daimler Trucks North America; Bottom: Portland Bureau of Transportation, image captured from a video titled "2040 Freight Featured Perspective: B-Line Sustainable Urban Delivery, 2022."

Final Report Outline

- Executive Summary
- 1. Introduction
- 2. Project Team and Stakeholder Participation
- 3. Regional Freight Policy Framework and Policy Questions
- 4. Commodities Movement by Trucks
- 5. Network Performance
- 6. Trends Impacting Current and Future Commodity Movements
- 7. Addressing Goods Movement Performance
- 8. Study Recommendations and Freight Policy
- 9. Acting Upon the Findings of the Commodities Movement Study

Example Recommendations from the Final Report

- Monitor the development of best practices for estimating performance measures related to the equitable distribution of freight benefits and disbenefits.
- Examine need for additional industrial land and availability and readiness of industrial lands by completing the **Regional Industrial Lands Availability and Intermodal Facilities Access Study**.
- Examine land use regulations to determine the feasibility of converting vacant retail stores to distribution center uses to support last-mile deliveries.

Examples of recommended updates to Regional Freight Policy Action Items

- Obtain data to estimate the number of last-mile deliveries performed in the region. Explore emerging analysis that estimates the impacts that on-demand delivery is having on transportation demand. (Action Item 1.5)
- Seek best practices for performance measures related to the equitable distribution of benefits and impacts of freight. Monitor developments in data and methodological approaches to assess freight equity. (New Action Item 4.5)

Comments and feedback

Questions?





Metro

2025 State Transportation Package

Jan 18, 2024



State transportation package history

- Rhythm and cadence



Overall framing

- Funding cliff for ODOT and local jurisdictions (50/30/20)
- Tax increases require 3/5 vote
- It could be referred

Challenges

- Leadership interest
- Not top tier issue for voters
- Legislators' perceptions of ODOT and the region
- Statewide support



Opportunities

- The need is there, and it is acute
- Sustainable funding source
- Region's track record when we work together
- More comprehensive multimodal transportation system

Early themes and framing

- Back to basics, safety, transit and finishing HB 2017 projects
- Funding mechanisms vs funding projects



The year ahead...

- Tentative state process
- JPACT process
- Stakeholder support and needs for package

Key takeaways

- 2025 is not guaranteed; it takes work to get there and we will need to build legislative support for it.
- Money keeps us together; projects pull us apart
- Supporting the sustainability of the transportation system is critical but not flashy



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