

2024-2027 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Public Notification and Opportunity to Comment Notice



Metro is in receipt of the 2024-27 MTIP December FFY 2024 Formal Amendment Bundle for Resolution 23-5372

Amendment Purpose Statement for Resolution 23-5372 (Amendment Number DC24-03-DEC)

**FOR THE PURPOSE OF ADDING TO THE MTIP FIFTEEN NEW PROJECT AWARDS PLUS AMENDING AND CANCELING
FOUR ODOT PROJECTS TO MEET FEDERAL DELIVERY REQUIREMENTS**

Public Notification Comment Opportunities for the December FFY 2024 Formal MTIP Amendment for Resolution 23-5372

The public review period for this project amendment is **11/28/2023** and concludes on **12/29/2023**, at 5:00 pm.
Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal/Full Amendments

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.

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

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 23-5372				
December FFY 2024 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: DC24-03-DEC				
Total Number of Projects: 19				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Amended Projects				
(#1) ODOT Key # 23107 MTIP ID 71372	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY25)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>CANCEL PROJECT:</u> The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancelation, but the completion of a fund transfer to Key 23424.
(#2) ODOT Key # 23108 MTIP ID 71373	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY26)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>CANCEL PROJECT:</u> To fund ODOT's new Bicycle Pedestrian Safety Action Program, ODOT is recalling some HB2017 funds that were allocated to the Regions. K23108 is one of those projects; the project will be canceled and all of its funds will be reallocated to the HB2017 SSPF to fund the new program. As a result, the project must be canceled form the MTIP.
(#3) ODOT Key # 21710 MTIP ID 71196	ODOT	US30: Troutdale (Sandy River) Bridge	Repair significant bridge footing erosion to protect the structure from further damage.	<u>CANCEL PHASE:</u> The formal amendment cancels the Other and Construction phases for the project. After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design

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

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

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

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

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

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

Proposed Amendment Review and Approval Steps:

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

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



Metro

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

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

Project #1**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Project Name: **Portland Metro and Surrounding Area Safety Reserve (FFY25)**

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025		—			-\$ 900,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					-\$ 100,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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

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

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

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

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

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

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

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

RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
RTP Project Description:	Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? Not Applicable.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4.	Applicable RTP Goal: Goal #5 Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

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



Metro

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

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

Project #2**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

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

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2026		—			\$ 628,183		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2026					\$ 69,798		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but canceled in the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (697,981)	\$ -	\$ (697,981)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

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

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

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

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project is a non-capacity enhancing safety project grouping bucket (PGB).
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable. The PGB is not capacity enhancing
RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
RTP Project Description:	Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? Not Applicable.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4.	Applicable RTP Goal: Goal #5 Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.

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

Fund Codes References

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



Oregon
Tina Kotite, Governor

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

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

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

Requested Action:

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

Background:

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

Consent 11, Attachment 01

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



Metro

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

MTIP Formal Amendment

CANCEL PHASE

Cancel the Other and Construction
phases

Project #3**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

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

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z240	2020		\$ 512,697					\$ 512,697
State STBG	Y240	2023			\$ 35,267				\$ -
State STBG	Y240	2023			\$ 12,394				\$ 12,394
State STBG	Y240	2023					\$ 3,717,578		\$ -
State STBG	Y240	2024						\$ 103,460	\$ -
Federal Totals:			\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ 103,460	\$ 525,091
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2020		\$ 58,680					\$ 58,680
State	Match	2023			\$ 4,036				\$ -
State	Match	2023			\$ 1,419				\$ 1,419
State	Match	2023					\$ 425,493		\$ -
State	Match	2024						\$ 11,841	\$ -
State Totals:			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 571,377	\$ 39,303	\$ -	\$ 4,143,071	\$ 115,301	\$ 4,869,052
Amended Programming Totals			\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190
Total Estimated Project Cost									Not Specified
Total Cost in Year of Expenditure:									Not Specified
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ (25,490)	\$ -	\$ (4,143,071)	\$ (115,301)	\$ (4,283,862)
Phase Change Percent:			0.0%	0.0%	-64.9%	0.0%	-100.0%	-100.0%	-88.0%
Amended Phase Matching Funds:			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Amended Phase Matching Percent:			N/A	10.27%	10.27%	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ -	\$ 525,091
State			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	89.73%	0.0%	0.0%	0.0%	89.73%
State			0.0%	10.27%	10.27%	0.0%	0.0%	0.0%	10.27%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total			0.0%	100.00%	100.00%	0.0%	0.0%	0.0%	100.00%

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

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

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

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

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

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

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

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

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

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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.
4.	Applicable RTP Goal: <u>Goal #5 - Safety and Security</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

Key Number:

21710

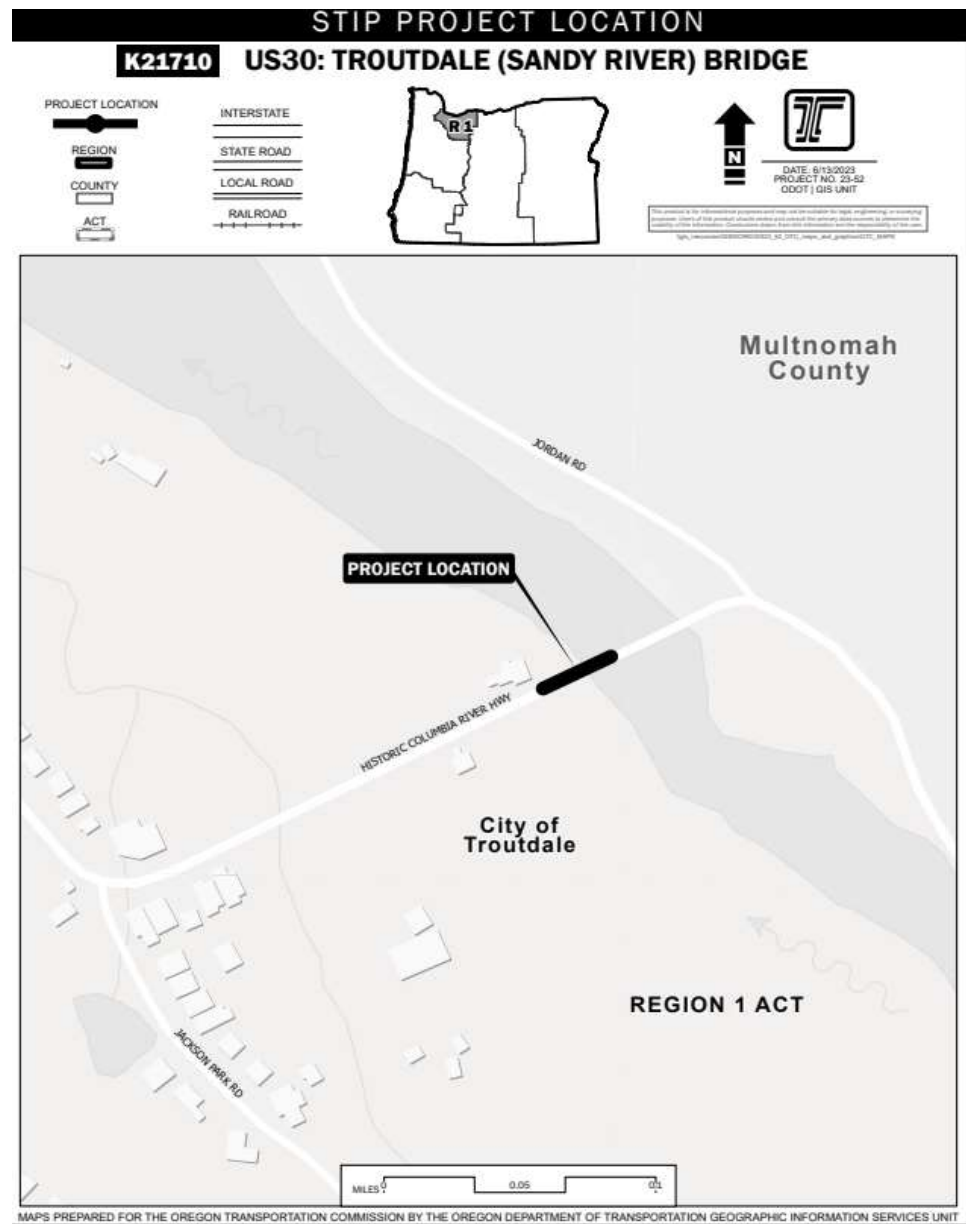
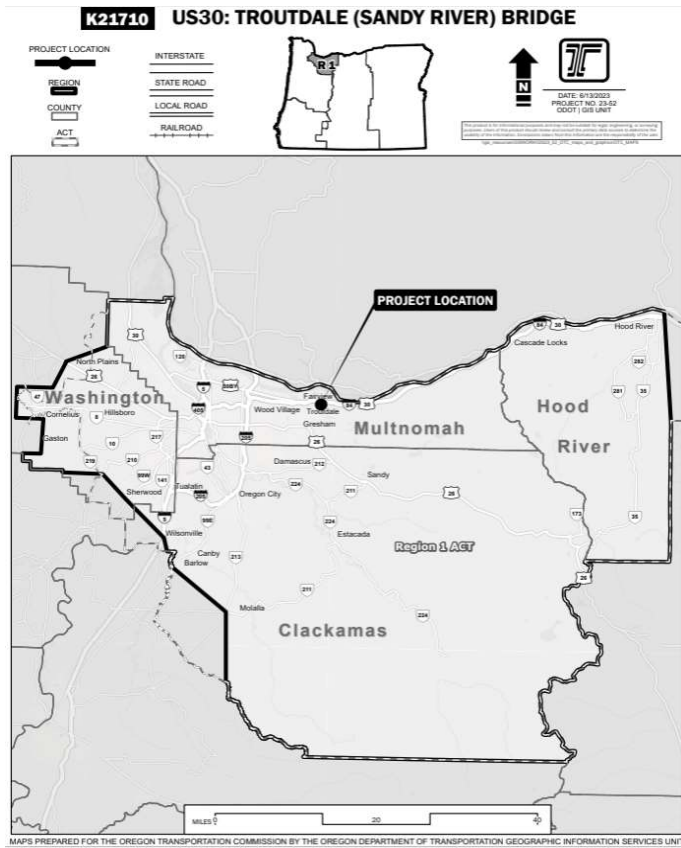
2024-2027 STIP

Project Name:

IIS30: Troutdale (Sandy River) Bridge

(PENDING AMENDMENT)

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





Metro

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

MTIP Formal Amendment
LIMITS CHANGE

Adjust name, description, and
funding based on revised limits

Project #4

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

Project Name:

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

Lead Agency:

ODOT

Applicant:

ODOT

Administrator:

ODOT

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

On OR99W from ~~5.71 to 15.95~~ **MP 1.87 to MP 12.03** and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

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

Project Classification Details

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	ZS30	2021		\$ 499,715					\$ -
HSIP	ZS30	2021		\$ 429,860					\$ 429,860
STBG-U	Y230	2021		\$ 527,760					\$ 527,760
HSIP	ZS30	2024				\$ 11,685			\$ 11,685
HSIP	ZS30	2024					\$ 1,724,628		\$ -
HSIP	ZS30	2024					\$ 1,317,818		\$ 1,317,818
Federal Totals:			\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123
Note: The added STBG-U is not Metro funding but extra urban STBG that needs to be obligated. Also, the STBG-U is 100% federal. No match is required.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (HSIP)	Match	2021		\$ 42,158					\$ -
State (HSIP)	Match	2021		\$ 36,264					\$ 36,264
State (HSIP)	Match	2023				\$ 986			\$ 986
State (HSIP)	Match	2024					\$ 145,496		\$ -
State (HSIP)	Match	2024					\$ 146,424		\$ 146,424
State Totals:			\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 541,873	\$ -	\$ 12,671	\$ 1,870,124	\$ -	\$ 2,424,668
Amended Programming Totals			\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797
Total Estimated Project Cost									\$ 2,470,797
Total Cost in Year of Expenditure:									\$ 2,470,797

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 452,011	\$ -	\$ -	\$ (405,882)	\$ -	\$ 46,129
Phase Change Percent:	0.0%	83.4%	0.0%	0.0%	-21.7%	0.0%	1.9%
Amended Phase Matching Funds:	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Amended Phase Matching Percent:	N/A	7.78%	N/A	7.78%	10.00%	N/A	9.45%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123
State	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	96.35%	0.0%	92.22%	90.00%	0.0%	92.57%
State	0.0%	3.65%	0.0%	7.78%	10.00%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.00%	0.0%	100.00%	100.00%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	38.76%	0.0%	0.47%	53.34%	0.0%	92.57%
State	0.0%	1.47%	0.0%	0.04%	5.93%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	40.23%	0.0%	0.51%	59.26%	0.0%	100.00%

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

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

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

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

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

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

RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
RTP Project Description:	Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

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

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

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

3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable
4. Applicable RTP Goal: Goal #5 - Safety and Security: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or does the total project cost exceed \$100 million dollars.

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

Fund Codes References	
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT normally suballocates to Metro for use of eligible projects in urban areas.
State	General state funds used to meet the minimum match requirement to the federal funds.



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

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

Project #5

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

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

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

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

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		SW Watson Ave	SW 6th Street in the south	SW Crescent St in the north	
		SW Hall Blvd	SW 6th Street in the south	SW Crescent St in the north	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

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

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

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

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

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

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

4.	Applicable RTP Goals: <u>Goal #3 - Transportation Choices:</u> Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit. <u>Goal #5 - Safety and Security:</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <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 November 28, 2023 to December 29, 2023
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

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



Memorandum

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

Date: March 21, 2023

In Reply
Refer to: HISM-40

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

To: Brian R. Bezio
Chief Financial Officer

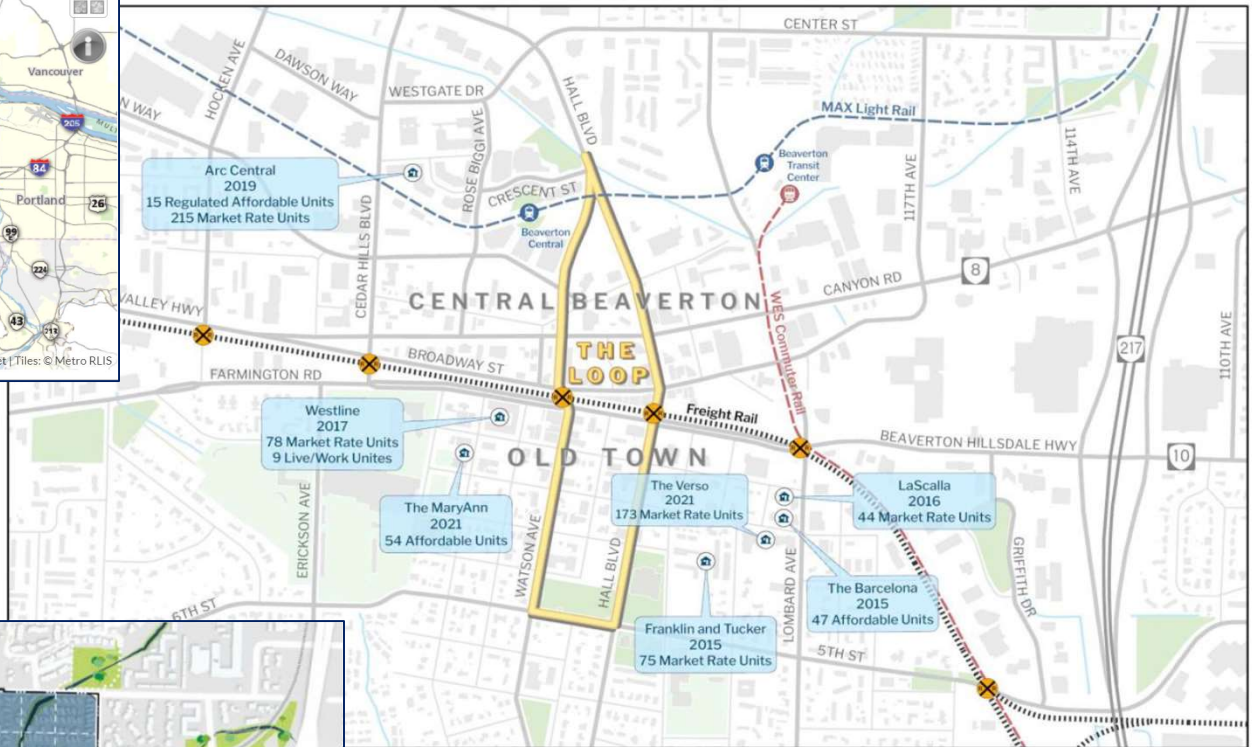
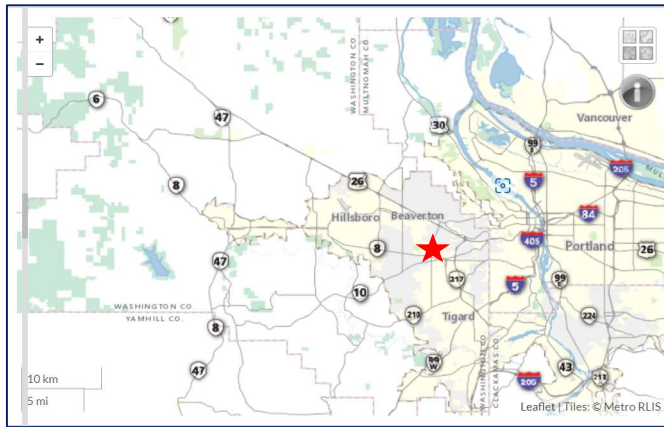
Division Administrator

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

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

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

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





Metro

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

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

Project #6**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2024		\$ 2,000,000					\$ 2,000,000
							\$ -		\$ -
Federal Totals:			\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 500,000					\$ 500,000
									\$ -
Local Totals:			\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

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

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

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		SW Watson Ave	SW 6th Street in the south	SW Crescent St in the north	
		SW Hall Blvd	SW 6th Street in the south	SW Crescent St in the north	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

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

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

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

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

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

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

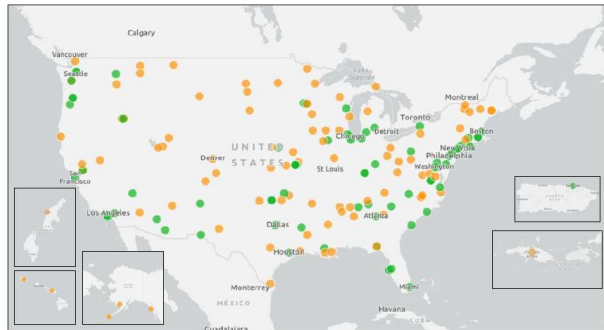
4.	Applicable RTP Goals: <u>Goal #3 - Transportation Choices:</u> Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit. <u>Goal #5 - Safety and Security:</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <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 November 28, 2023 to December 29, 2023
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.



RAISE 2022 FACT SHEETS



BEAVERTON DOWNTOWN LOOP COMPLETE STREET PROJECT

RAISE AWARD AMOUNT: \$2,000,000

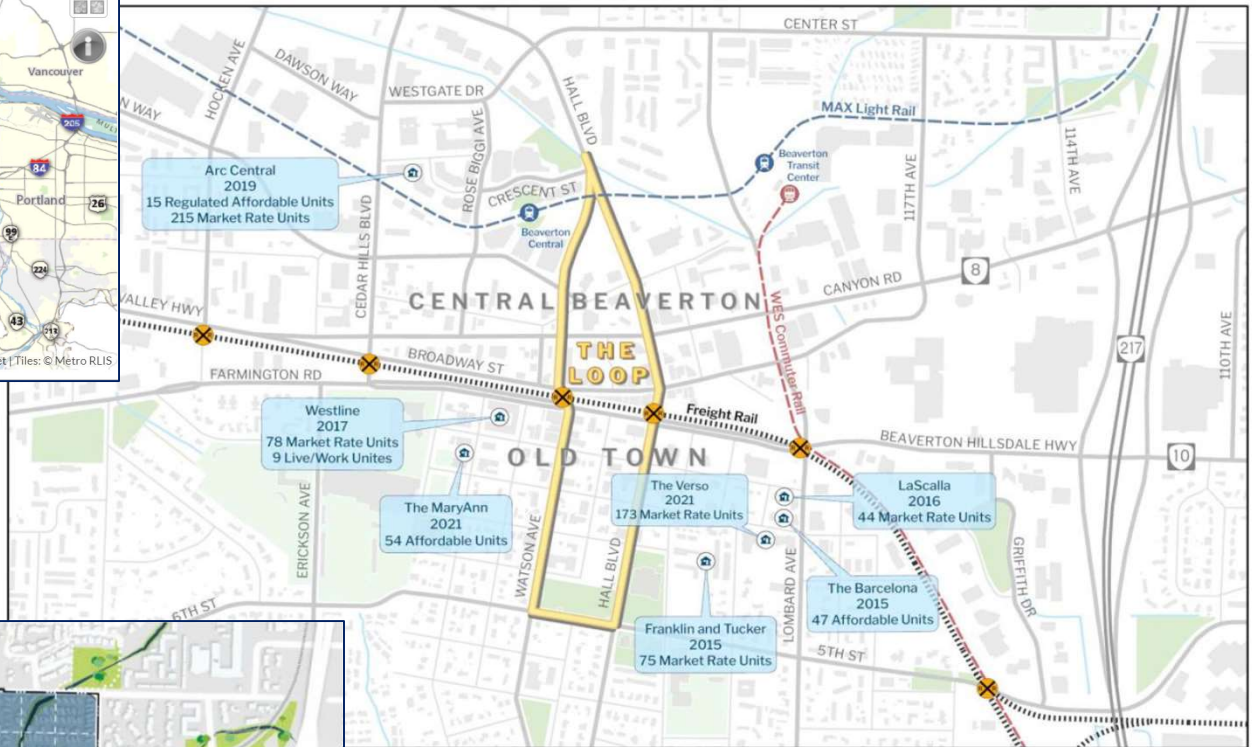
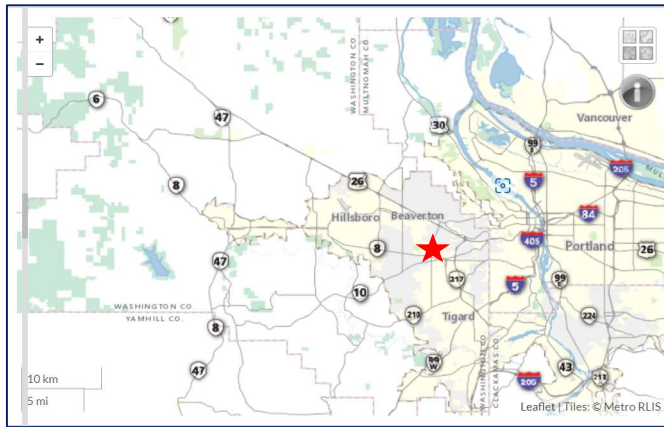
APPLICANT: CITY OF BEAVERTON

STATE: OREGON

URBAN

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

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





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

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

Project #7

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

Project Name: **Council Creek Trail: Douglas St-Hatfield Gov't Ctr**

Lead Agency:	Washington County	Applicant:	Washington County	Administrator:	FHWA
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No & Yes	Delivery as Direct Recipient:	Yes

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2024		\$ 1,993,829					\$ 1,993,829
ADVCON	ACP0	2024			\$ 104,571				\$ 104,571
ADVCON	ACP0	2025					\$ 10,101,600		\$ 10,101,600
									\$ -
Federal Totals:			\$ -	\$ 1,993,829	\$ 104,571	\$ -	\$ 10,101,600	\$ -	\$ 12,200,000
Note: The federal grant award are FHWA discretionary RAISE grant program funds. The Funding Responsibility is set up in the STIP as RAISE funds.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000

Total Estimated Project Cost \$ 24,000,000

Total Cost in Year of Expenditure: \$ 24,000,000

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

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

Phase Programming Summary Totals

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

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

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

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Council Creek Trail	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Council Creek Trail		Hatfield Government Center (Main Street in Hillsboro)	Douglas Street in Forest Grove	
Note: The project length is approximately 6 miles.					

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

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

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

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

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Council Creek Trail	No designation on the NHS
Functional Classification	Yes	Council Creek Trail	No designation
Federal Aid Eligible Facility	Yes	Council Creek Trail	No designation
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? No.			
2. Is the project identified on the Congestion Management Process (CMP) plan? No.			
3. Is the project included as part of the approved: UPWP? No. Not Applicable			
3a. If yes, is an amendment required to the UPWP? No.			
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.			

3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable
4.	Applicable RTP Goal: <u>Goal #3 - Transportation Choices:</u> Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit. <u>Goal #5 - Safety and Security:</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

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

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. Due to remaining questions involving the RAISE grant funds, Key 23549 is initially being programmed using Advance Construction funds until the remaining questions are resolved for the RAISE funds.
RAISE	RAISE funds are discretionary funds awarded from FHWA's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation (USDOT) to invest in road, rail, transit and port projects that promise to achieve national objectives.
Other	Local or state general funds committed to the project above the minimum match requirement. Also referred to as "overmatch" funds.

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

RAISE Grants
Rebuilding America Infrastructure with Sustainability and Equity

CAPITAL AWARDS
FY 2021

Urban, Capital

Council Creek Regional Trail Project

Washington County
Washington County, Oregon

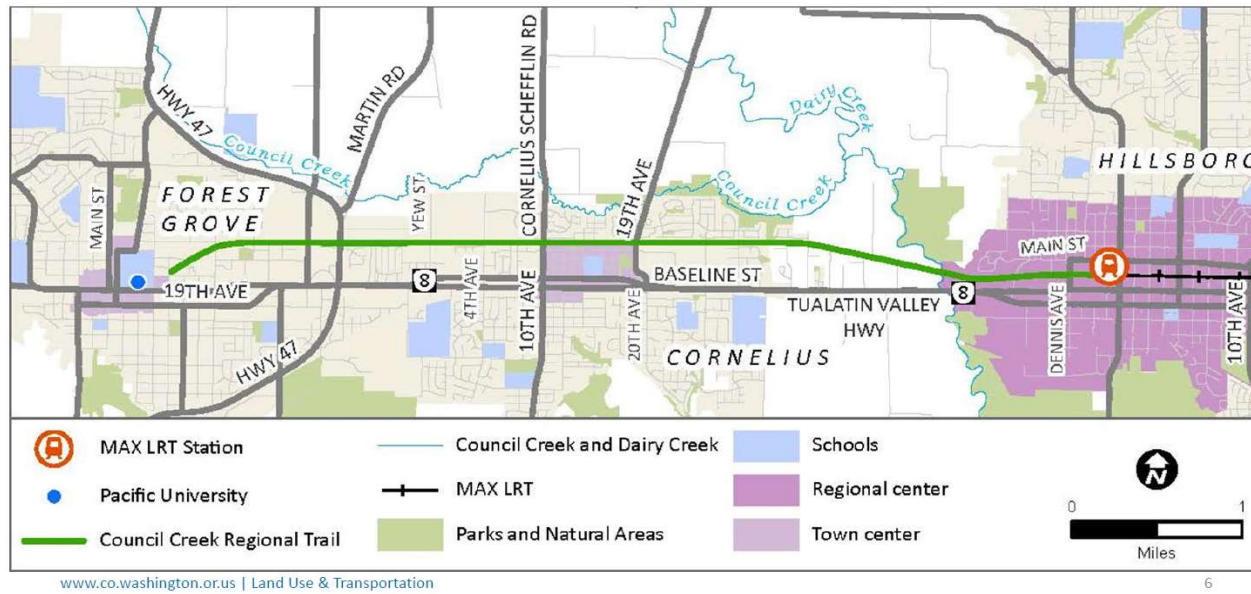
Grant Funding: \$12,200,000
Estimated Total Project Costs: \$16,500,000

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

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



→ Council Creek Regional Corridor





Metro

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

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

Project #8**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCD523	Y926	2024					\$ 3,000,000		\$ 3,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000
Total Estimated Project Cost							\$ 14,893,000
Total Cost in Year of Expenditure:							\$ 14,893,000

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

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

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

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

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

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

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

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

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity: All focus area categories are no within the project limits Economic prosperity is yes
			X		X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

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

Additional RTP Consistency Check Areas

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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



Memorandum

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

Date: March 21, 2023

In Reply
Refer to: HISM-40

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

To: Brian R. Bezio
Chief Financial Officer

Division Administrator

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

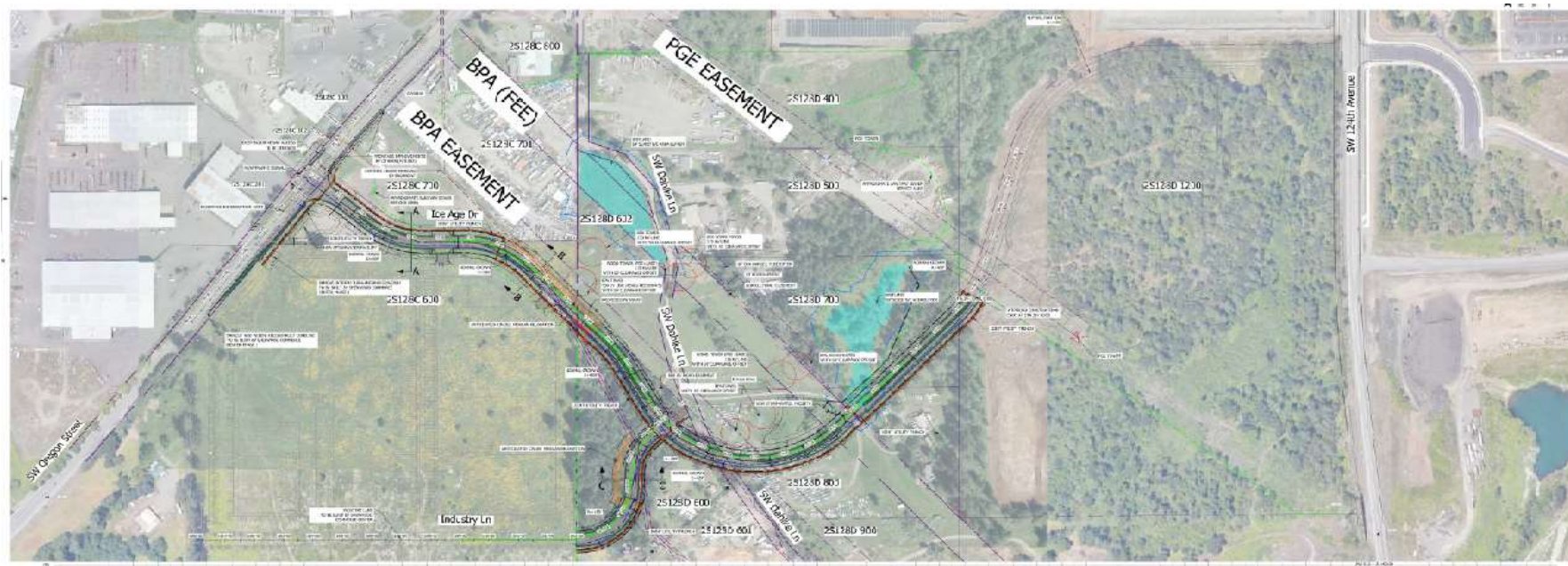
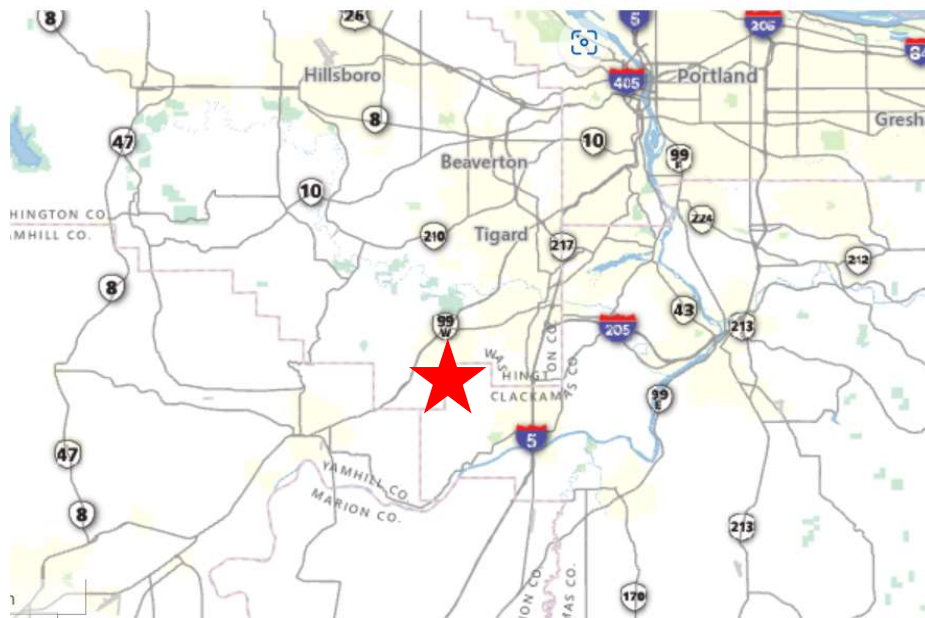
Project Name: Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	1,275,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,275,000.00
	PE Totals		100.00%	1,275,000.00		0.00		0.00		1,275,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	199,000.00	0.00%	0.00	0.00%	0.00	100.00%	199,000.00
	RW Totals		100.00%	199,000.00		0.00		0.00		199,000.00
UR	OTH0	OTHER THAN STATE OR	100.00%	2,340,000.00	0.00%	0.00	0.00%	0.00	100.00%	2,340,000.00
	UR Totals		100.00%	2,340,000.00		0.00		0.00		2,340,000.00
CN	OTH0	OTHER THAN STATE OR	69.33%	7,556,636.58	0.00%	0.00	0.00%	0.00	100.00%	7,556,636.58
	Y926	HIP - community project congressionally directed	30.67%	3,343,363.42	89.73%	3,000,000.00	0.00%	0.00	10.27%	343,363.42
	CN Totals		100.00%	10,900,000.00		3,000,000.00		0.00		7,900,000.00
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	OT Totals		100.00%	179,000.00		0.00		0.00		179,000.00
Grand Totals				14,893,000.00		3,000,000.00		0.00		11,893,000.00

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

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





Metro

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

MTIP Formal Amendment
ADD NEW PROJECT

Add the new ODOT CRP funded
project to the MTIP

Project #9

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

Project Name: **TriMet Zero Emission Buses Procurement**

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

Project Classification Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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



Oregon

Tina Kotick, Governor

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

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

Requested Action:

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

STATEWIDE CARBON REDUCTION PROEJCTS*

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



Metro

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

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

Project #10**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **TSMO Accessibility Routable Sidewalk Data Collection Region-wide**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

Project Classification Details

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,015,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,481
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Total	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

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

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

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

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

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

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

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

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

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

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

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

3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro funded Stand alone
4.	Applicable RTP Goals: <u>Goal 11: Transparency and Accountability</u> Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. <u>Goal 9: Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million dollars.

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

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

Memo

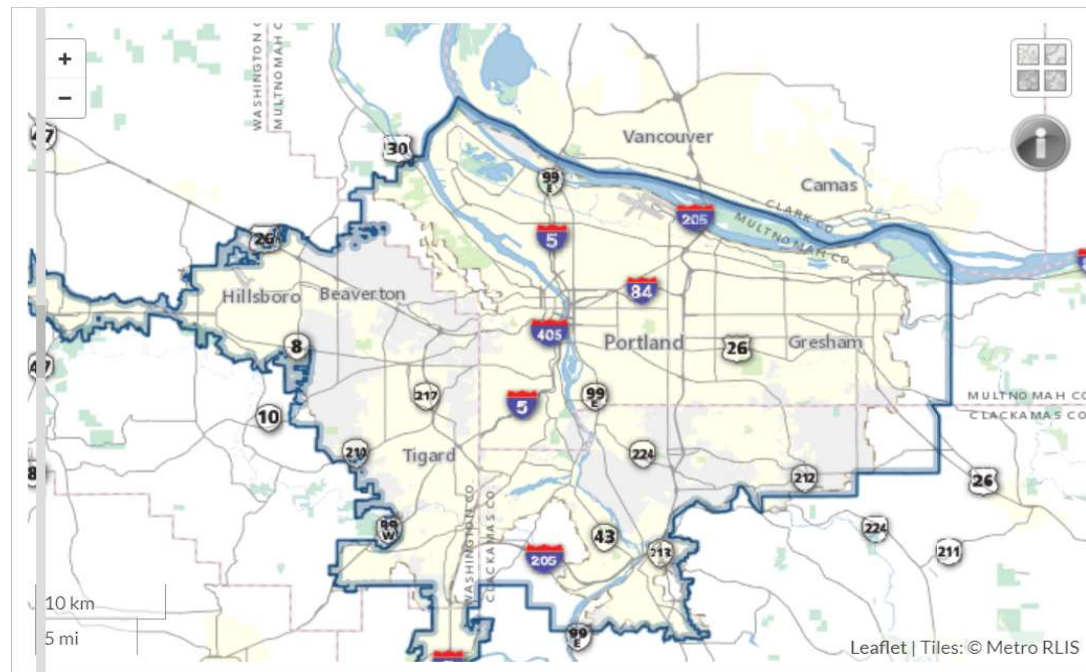


Date: Friday, April 28, 2023
 To: Transportation Policy Alternatives Committee
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation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

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

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

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





Metro

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

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

Project #11**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: Transportation Systems Management & Operations (TSMO) Program Plus

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

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

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 32,720						\$ 32,720
									\$ -
Local Totals:			\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Total Estimated Project Cost									\$ 318,600
Total Cost in Year of Expenditure:									\$ 318,600

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Total	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.00%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

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

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

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

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

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

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

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

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

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

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

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

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

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

Memo

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

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



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



DISCUSSION DRAFT

2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2023

oregonmetro.gov

Transportation System Management and Operations (TSMO) Program Plus

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

Description

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

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

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

Project location is region wide across the Metro MPA boundary





Metro

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

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

Project #12**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **TSMO Program Investments Evaluation & ITS Architecture Update**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

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

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 27,557						\$ 27,557
									\$ -
Local Totals:			\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Total Estimated Project Cost									\$ 268,328
Total Cost in Year of Expenditure:									\$ 268,328

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 240,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,771
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Total	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

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

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

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

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

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

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

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

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

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

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

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

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

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

Memo



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

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

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

Added Note:

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

TransPort Action Requested

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

Split into two projects

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

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

Project Location Map (Region Wide Application)





Metro

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

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

Project #13**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **ITS Network Equipment Upgrade Purchase**

Lead Agency:	ODOT	Applicant:	Metro	Administrator:	ODOT
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

Project Classification Details

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 146,600	\$ 146,600
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

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

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

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

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

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

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

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

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

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

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

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

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

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

Memo



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

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

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

Added Note:

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

TransPort Action Requested

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

Split into two projects

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

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

Project location is region wide across the Metro MPA boundary





Metro

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

MTIP Formal Amendment
ADD NEW PROJECT

Add the new OTC approved OCP
awarded project to the MTIP

Project #14**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **Columbia View Park Path (Gresham)**

Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

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

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

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

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

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

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

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

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

Project Location References

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

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

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

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

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	N/A						The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation. NE Hassalo terminates at 169th Ave
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

Existing Street Layout at
Columbia View Park in Gresham

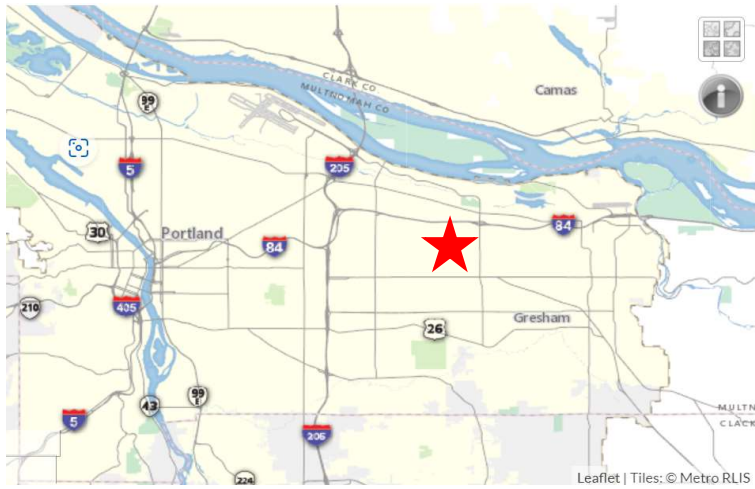


National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation.
Functional Classification	No	Not Applicable	No designation
Federal Aid Eligible Facility	No	Not Applicable	No designation

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

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

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



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



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

DATE: June 28, 2023
TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

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

Requested Action:

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

Key Number: 23505

2024-2027 STIP

Project Name: Columbia view Park Path (Gresham)

(PENDING AMENDMENT)

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

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

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



Metro

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

MTIP Formal Amendment
ADD NEW PROJECT

Add the new OTC approved OCP
awarded project to the MTIP

Project #15**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **North Gresham Park Path**

Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

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

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

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

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

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

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

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

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

Project Location References

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

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

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

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

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	N/A						The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

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

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

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

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

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

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



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



Oregon

Tina Kotek, Governor

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

DATE: June 28, 2023
TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

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

Requested Action:

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

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

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



Metro

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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OTC approved OCP
awarded project to the MTIP

Project #16**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **Clackamas River Trail (Happy Valley)**

Lead Agency:	Happy Valley	Applicant:	Happy Valley	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Total	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

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

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

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

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas = No
					X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				No.			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes, per 40 CFR 93.126, Table 2			
Exemption Reference:				Air Quality - Bicycle and pedestrian facilities.			
Was an air analysis required as part of RTP inclusion?				Not Applicable.			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				Not Applicable.			
RTP Constrained Project ID and Name:				ID# 12195 (2023 RTP) - Clackamas River Trail: North Carver			
RTP Project Description:				Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.			

--

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

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

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR224	No designation
Functional Classification	No	Clackamas River Tr	No designation
	No	OR224	Minor Arterial
Federal Aid Eligible Facility	No	Clackamas River Tr	No designation
	No	OR224	FHWA Functional Classification Code: 4 (Minor Arterial)
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? No.			
2. Is the project identified on the Congestion Management Process (CMP) plan? No.			
3. Is the project included as part of the approved: UPWP? No.			
3a. If yes, is an amendment required to the UPWP? No.			
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.			

4. Applicable RTP Goals:

Goal #3: Transportation Choices:

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

Goal #5: Safety and Security

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

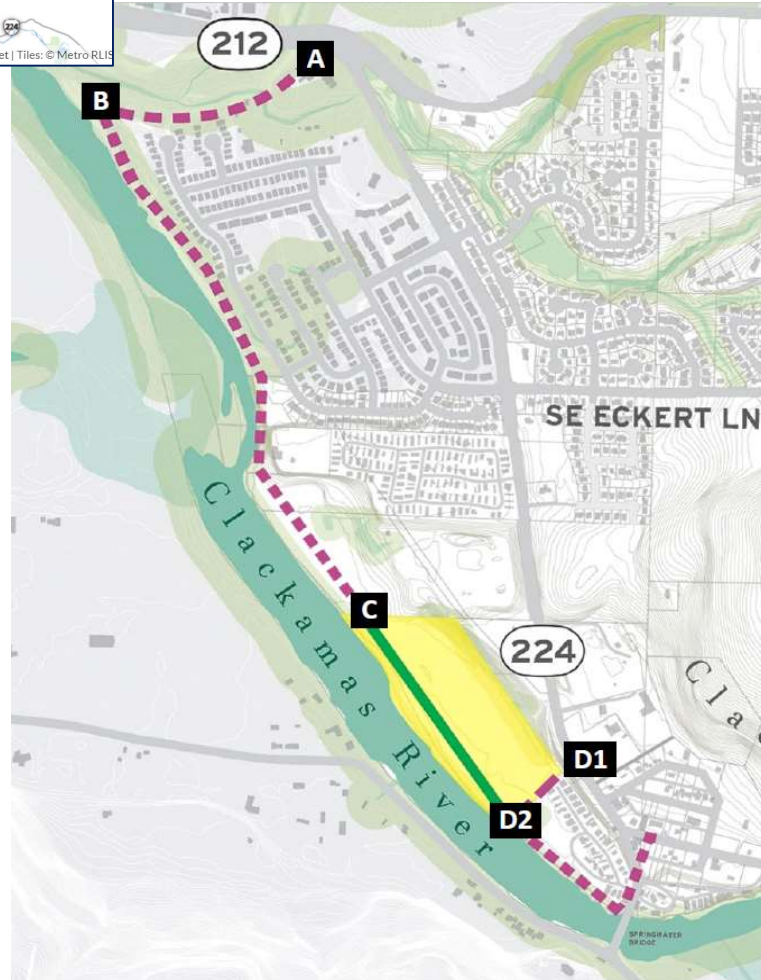
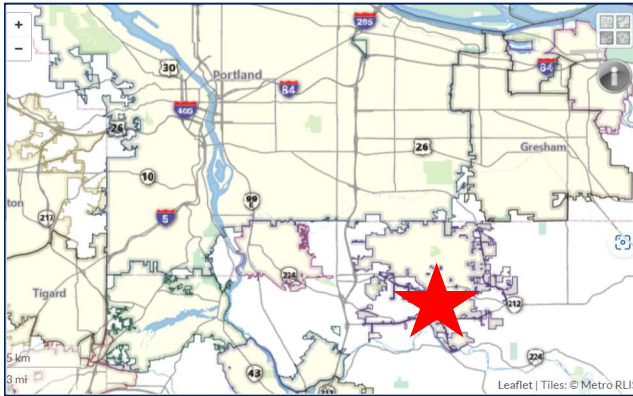
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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



CLACKAMAS RIVER TRAIL PROJECT

DESCRIPTION

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

LEGEND

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



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

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

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

Requested Action:

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

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

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



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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OTC approved OCP
 awarded project to the MTIP

Project #17**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Project Name: **Fanno Creek Regional Trail Crossing Safety**

Lead Agency:	Tigard	Applicant:	Tigard	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 315,983					\$ 315,983
TA-S (State TAP)	Y300	2026					\$ 684,086		\$ 684,086
Federal Totals:			\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 36,166					\$ 36,166
Local	Match	2026					\$ 78,297		\$ 78,297
Local Totals:			\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Total Estimated Project Cost									\$ 1,114,532
Total Cost in Year of Expenditure:									\$ 1,114,532

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Total	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	28.35%	0.0%	0.0%	61.38%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	3.24%	0.0%	0.0%	7.03%	0.0%	10.27%
Total	0.0%	31.60%	0.00%	0.0%	68.4%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

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

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

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

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

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

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

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

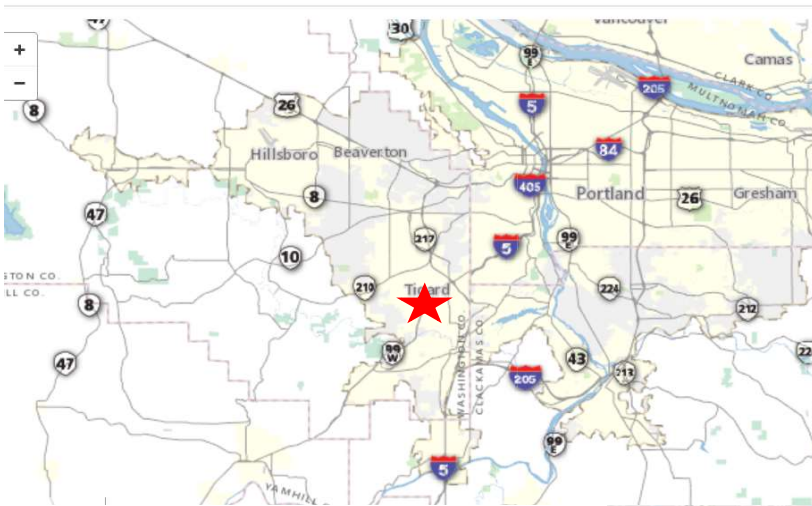
Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Fanno Creek Trail at SW North Dakota St Intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
Yes		Fanno Creek Trail at SW Hall Blvd intersection = Hall Blvd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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.
4.	Applicable RTP Goals: <u>Goal #5: Safety and Security</u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel <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 the total project cost exceed \$100 million dollars

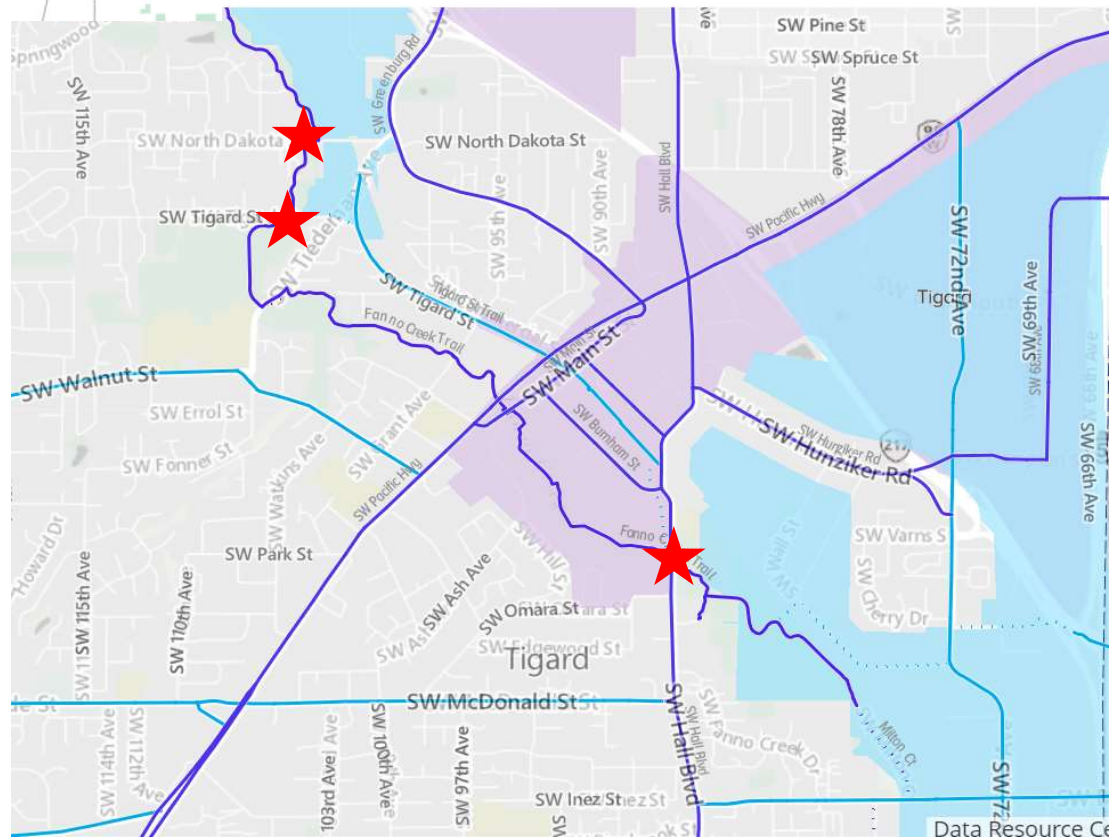
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be November 28, 2023 to December 29, 2023.
3.	Was the comment period completed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

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



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Regional Design





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

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

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

Requested Action:

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

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

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

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



Metro

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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OTC approved OCP
awarded project to the MTIP

Project #18**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **SW 95th Ave Highway 217 Ped/Bike Bridge Refine**

Lead Agency:	Tigard	Applicant:	Tigard	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

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

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

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

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals		\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700

Total Estimated Project Cost								\$ 24,400,000
Total Cost in Year of Expenditure:								\$ 24,400,000

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 268,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,921
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Total	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

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

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

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

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Low Income (LI) - Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				No.			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes, per 40 CFR 93.126, Table 2			
Exemption Reference:				Air Quality - Bicycle and pedestrian facilities.			
Was an air analysis required as part of RTP inclusion?				Not Applicable.			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				Not Applicable.			
RTP Constrained Project ID and Name:				ID# 12168 - OR 217 Ped-Bike Crossing at SW 95th Ave			
RTP Project Description:				Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.			

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

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

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR217	OR217 is designated on the NHS as "Other NHS Routes"
Functional Classification	No	95th Ave	No designation
	No	OR217	Urban Other Freeways and Expressways
Federal Aid Eligible Facility	No	95th Ave	No designation
	No	OR217	FHWA Functional Classification Code: 2 (Other Freeways and Expressways)
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? No.			
2. Is the project identified on the Congestion Management Process (CMP) plan? No.			
3. Is the project included as part of the approved: UPWP? No.			
3a. If yes, is an amendment required to the UPWP? No.			
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. Not Applicable.			

4. Applicable RTP Goals:

Goal #3: Transportation Choices:

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

Goal #5: Safety and Security

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

Goal #9 - Equitable Transportation

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

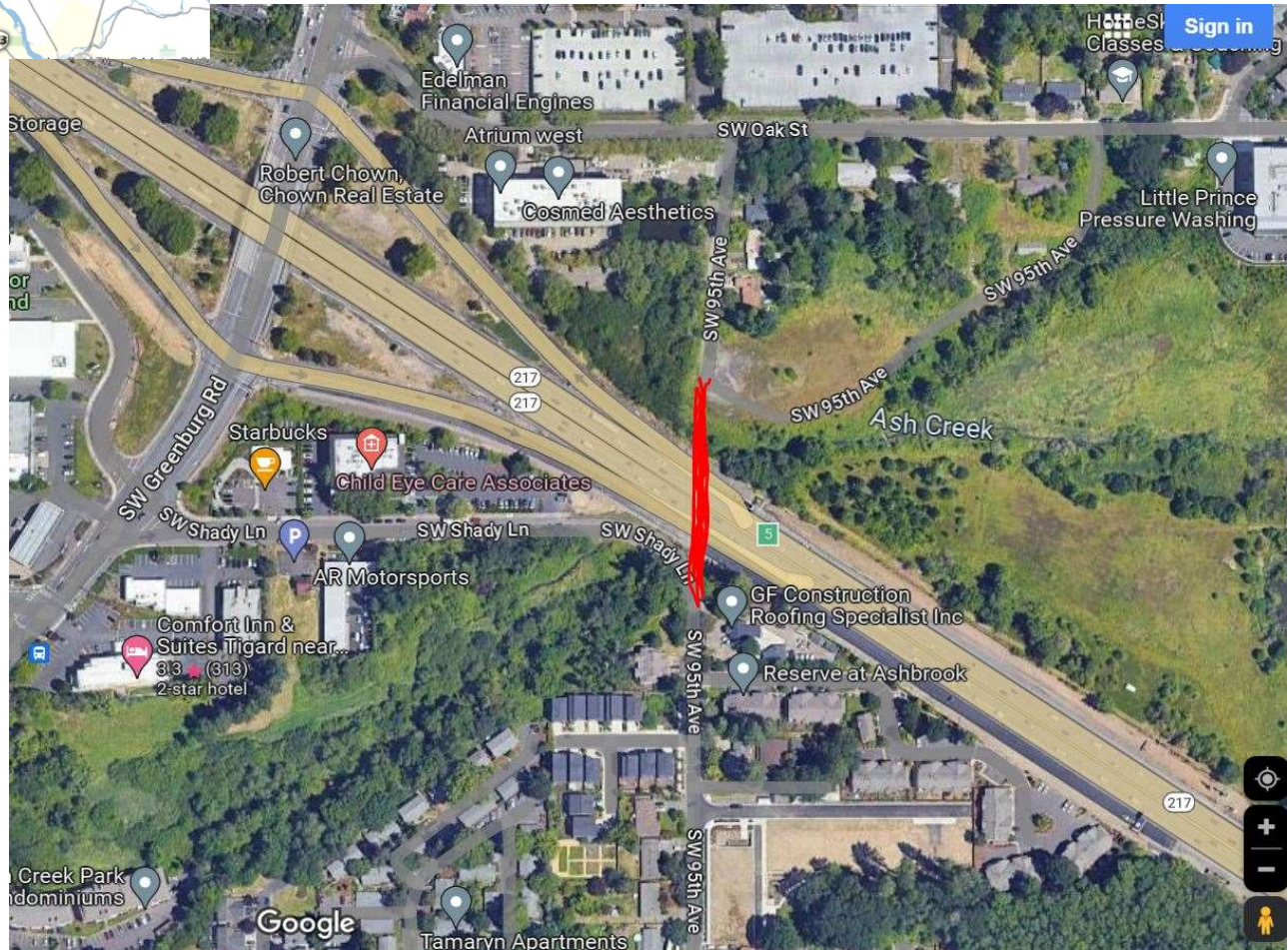
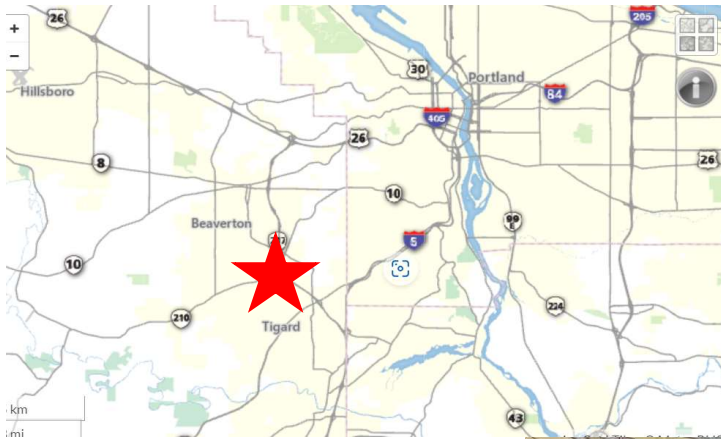
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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





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

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

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

Requested Action:

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex I/JA	100.00%	299,700.19	89.73%	268,921.00	0.00%	0.00	10.27%	30,779.19
	PL Totals		100.00%	299,700.19		268,921.00		0.00		30,779.19
PE	Y300	TAP transportation alternatives program flex I/JA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				299,700.19		268,921.00		0.00		30,779.19

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



Metro

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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OTC approved OCP
awarded project to the MTIP

Project #19**Project Details Summary**

ODOT Key #	23513	RFFA ID:	N/A	RTP ID:	12108	2023 RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:	24-27-0118		

Summary of Amendment Changes Occurring:

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

Project Name:	2nd Street Bridge (Troutdale)						
Lead Agency:	Troutdale	Applicant:	Troutdale	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:

Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

MTIP Detailed Description (Internal Metro use only):

In the city of Troutdale at NE 257th/ 2nd Street intersection, complete project development scoping actions to later construct an approximately 700 foot new bike/ped multi-use commuter path bridge over NE 257th Ave joining the Halsey Street Pathway with to the 2nd Street Trail that will continue to the Troutdale downtown Visitor Center and Bike hub to provide added bicyclist/pedestrian safety.

STIP Description: Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting Downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		
Note: The project programming reflects project development to lead into PE. As such, while programming in the Planning phase is correct, this is not considered a pure planning project and has been categorized based on the final delivery goal as described for the project in the new 2023 RTP.			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 194,953						\$ 194,953
									\$ -
Federal Totals:			\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 22,313						\$ 22,313
									\$ -
Local Totals:			\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313

Phase Totals							
	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Total Estimated Project Cost							\$ 4,555,600
Total Cost in Year of Expenditure:							\$ 4,555,600
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only project development is being programmed currently with the assumption the project will move forward into the PE upon completion of the project development activities.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Total	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

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

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	2nd Street		NE 257th Ave intersection	2nd Street: Limits include approx. 350' before and after NE 257th Ave intersection	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

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

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity w/o NE 257th Ave in project limits People of Color (POC) = Yes Limited English = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
							X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable for the Motor Vehicle modeling network, but included as part of the Bicycle and Pedestrian networks
RTP Constrained Project ID and Name:	ID#: 23108 - Troutdale 2nd Street Ped/Bike Bridge
RTP Project Description:	Construct a pedestrian/bicycle bridge over 257th, a high-crash corridor. The project will connect the Halsey corridor project to downtown Troutdale bicycle/pedestrian facilities. Project emerged from 2020-2040 Town Center Plan, adopted in the 2022 amendment of the 2014 Transportation System Plan

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	2nd Street is not designated in the Motor Vehicle network
No	Transit	2nd Street is not designated in the Transit network
No	Freight	2nd Street is not designated in the Freight network
Will be	Bicycle	2nd Street is not designated yet as a bicycle facility in the Bicycle network*
Will be	Pedestrian	2nd Street is not designated yet as a bicycle facility in the Pedestrian network*

*Note: The 2nd Street connection to the Halsey Street Pathway is a new proposed trail facility in the 2023 RTP. It will be updated in both the Bicycle and Pedestrian networks once the 2023 RTP is approved. The current Metro network maps reflect the current approved 2018 RTP.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SE 2nd Street	No designation
Functional Classification	No	SE 2nd Street	No designation
Federal Aid Eligible Facility	No	SE 2nd Street	No designation

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **Possibly. Inclusion in the new developing SFY 2025 UPWP is assumed for the time being, but may not be required as the delivery involves project development scoping actions which is not considered "planning" under the UPWP.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro Funded Stand Alone Regionally Significant Project**
4. Applicable RTP Goals:
 - Goal #3 - Transportation Choices:**
Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
 - Goal #5 - Transportation Safety and Security:**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
 - Goal #9 - Equitable Transportation:**
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project s not capacity enhancing nor does it exceed \$100 million dollars total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

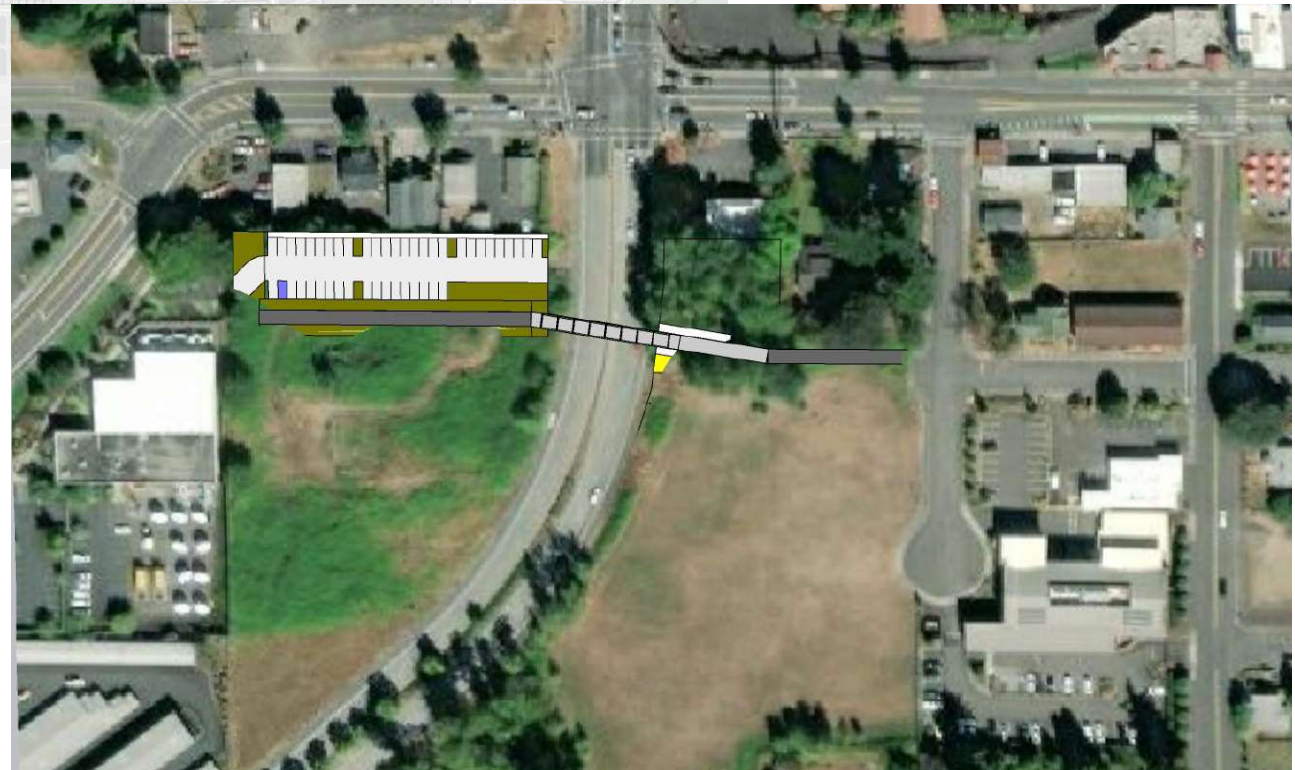
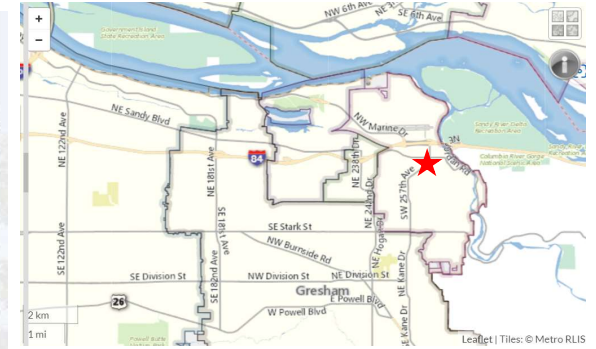
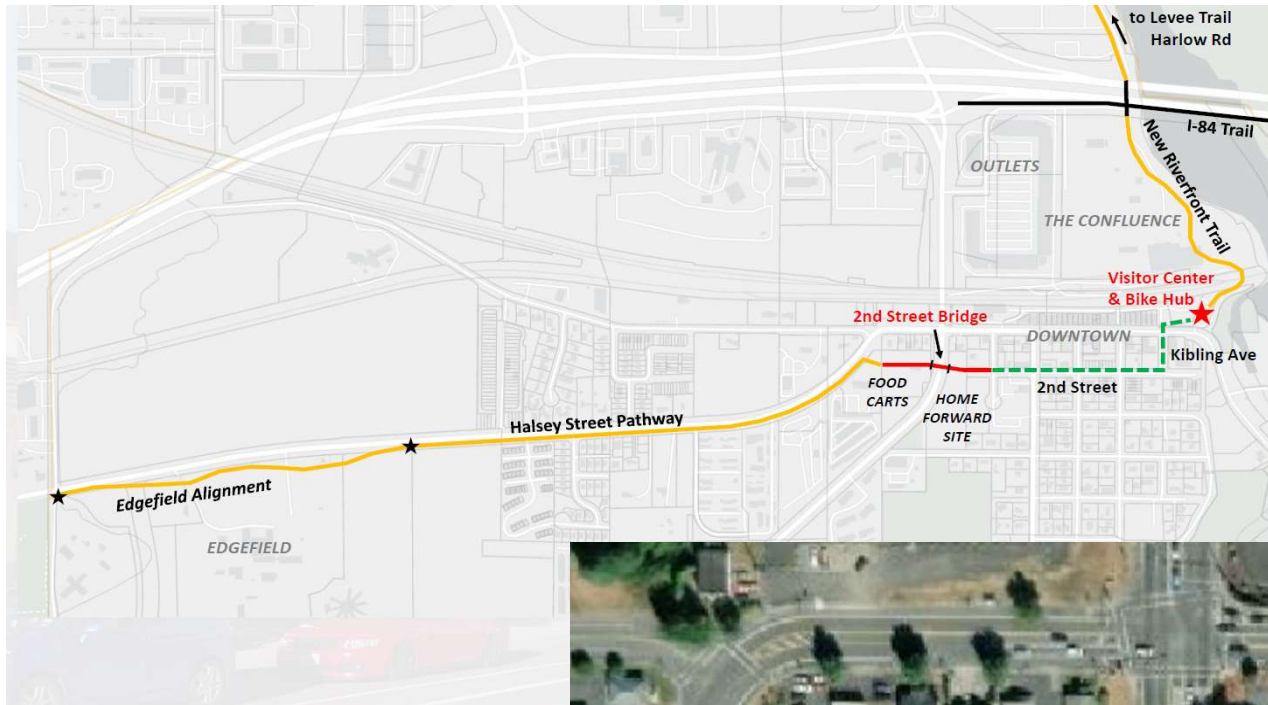
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**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

Fund Codes References

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

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex IIJA	100.00%	217,266.25	89.73%	194,953.00	0.00%	0.00	10.27%	22,313.25
	PL Totals		100.00%	217,266.25		194,953.00		0.00		22,313.25
	Grand Totals			217,266.25		194,953.00		0.00		22,313.25





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

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

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

Requested Action:

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

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