



Metro is in receipt of the 2024-27 MTIP May FFY 2024 Formal Amendment Bundle for Resolution 24-5412

Amendment Purpose Statement for Resolution 24-5412 (Amendment Number MA24-08-MAY)

**FOR THE PURPOSE OF ADDING TWO NEW ODOT MANAGED PROJECTS TO THE 2024-27 MTIP
TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS**

Public Notification Comment Opportunities for the May FFY 2024 Formal MTIP Amendment for Resolution 24-5412

The public review period for this project amendment is **4/30/2024** and concludes on **5/29/2024**, 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.

Exhibit A
May FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MA24-08-MAY

The May Federal Fiscal Year 2024 Formal MTIP Amendment adds two new projects to the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Key 23636 - US30B: (N Lombard St) N Delaware Ave - N Denver (ODOT):** The formal amendment adds the new Great Streets complete streets upgrades project on North Lombard Street to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades.
- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder (ODOT):** The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP.

The Exhibit A Table starting below provides a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5412

May FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MA24-08-MAY

Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the May 2024 Formal Amendment				
None				
Category: New Projects Being Added to the MTIP				
(#1) ODOT Key # 23636 MTIP ID	ODOT	US30B: (N Lombard St) N Delaware Ave - N Denver	On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes,	ADD NEW PROJECT: The formal amendment adds the preliminary engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR)

TBD <i>New Project</i>			reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.	phases to the MTIP through this amendment. The construction phase will be added as part of the next STIP cycle in FFY 2027.
(#2) ODOT Key # 23638 MTIP ID TBD <i>New Project</i>	ODOT	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way	<u>ADD NEW PROJECT:</u> The formal amendment adds the new OTC approved project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Proposed Amendment Review and Approval Steps:

- Tuesday, April 30, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, May 3, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, May 23, 2023: JPACT meeting.
- Thursday, May 30, 2024: End 30-day Public Comment period.
- Thursday, June 6, 2024: Final approval from Metro Council anticipated.
- Early to mid-July 2024: Estimated final USDOT amendment approvals occur.



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

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

Project #1

Project Details Summary							
ODOT Key #	23636	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA24-08-MAY	STIP Amendment ID:		24-27-0952		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Great Streets complete streets upgrades project to the MTIP. Funding is being sourced from Key 23310. This is a non-MPO project grouping bucket (PGB) supporting ODOT's Great Streets program upgrades. Key 23310 is a non-MPO PGB. By shifting the funds to Key 23626, new funding is being added to the MTIP In the MPA boundary. This impacts the MTIP's fiscal constraint finding which triggers the need for the MTIP formal amendment.

Project Name:	US30B: (N Lombard St) N Delaware Ave - N Denver						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.

MTIP Detailed Description (Internal Metro use only):
Project uses Great Streets and ADA funding in North Portland on N. Lombard St/US30BY (MP 4.50 to MP5.20) to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal (ODOT SW Great Street program funding)

STIP Description:
Project uses Great Streets and ADA funding to upgrade curb ramps and add and redesign bike lanes for the safety of all roadway users along Lombard St between Delaware and Denver. From Boston to Lancaster the project will reconfigure the roadway to three lanes, adding bike lanes. At Denver, the project will implement a variety of safety improvements and upgrade the traffic signal.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Motor Vehicle	Lane Reduction	Capital Improvement
	Active Trans - Bike	Separated (aka Protected) lanes	
	Active Trans - Pedestrian ADAP, BIKEPED	Sidewalk Reconstruction	

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	Y240	2024		\$ 2,454,720					\$ 2,454,720
AC-STBGS	ACPO	2024		\$ 77,205					\$ 77,205
State STBG	Y240	2026			\$ 498,594				\$ 498,594
State STBG	Y240	2026				\$ 311,622			\$ 311,622
Federal Totals:			\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2024		\$ 280,954					\$ 280,954
State (ACPO)	Match	2024		\$ 8,836					\$ 8,836
State (Y240)	Match	2026			\$ 57,066				\$ 57,066
State (Y240)	Match	2026				\$ 35,667			\$ 35,667
State Totals:			\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Total Estimated Project Cost							\$9 million
Total Cost in Year of Expenditure:							\$9 million

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141
State	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	68.0%	13.4%	8.4%	0.0%	0.0%	89.7%
State	0.0%	7.8%	1.5%	1.0%	0.0%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	75.8%	14.9%	9.3%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							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?		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 Great Street program approved funding	
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. The funds are being split from Key 23310 and committed to 23636.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager 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
	Yes	USBY30	4.50	5.20	0.7 miles
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	North Lombard St	North Delaware St		North Denver St	

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						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA north of Lombard St = Yes POC = No LEP = No LI = Yes
				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?	Yes. The project is 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. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID #1 and Name:	(ODOT) ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description #1: <i>The North Lombard Greats Streets upgrade project can be considered a subset of two RTP constrained entries as shown at right)</i>	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
RTP Constrained Project ID #2 and Name:	(Portland) RTP ID 10299 - N. Lombard Corridor Improvements: Local Contribution to State-owned Arterial (North Richmond St east to MLK)
RTP Project Description #2:	Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Minor Arterial in the Motor Vehicle network
No	Transit	Frequent Bus in the Transit network
No	Freight	No designation
No	Bicycle	Regional Bikeway in the Bicycle network
No	Pedestrian	Pedestrian Parkway in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	North Lombard St	No designation
Functional Classification	Yes	North Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	North Lombard St	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? Yes.
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 # 1 - Mobility Options:</u> Objective 1.2 - Travel Options: 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, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be April 30, 2024 to May 29, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated conversion code to be GARVEE funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds used to provide the minimum match to the federal funds

Project Name: US30B: (N Lombard St) N Delaware Ave - N Denver (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	ACPO	ADVANCE CONSTRUCT PR	3.05%	86,041.36	89.73%	77,204.91	10.27%	8,836.45	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	96.95%	2,735,674.00	89.73%	2,454,720.28	10.27%	280,953.72	0.00%	0.00
	PE Totals			100.00%	2,821,715.36		2,531,925.19		289,790.17	
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	555,660.00	89.73%	498,593.72	10.27%	57,066.28	0.00%	0.00
	RW Totals			100.00%	555,660.00		498,593.72		57,066.28	
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	347,288.00	89.73%	311,621.52	10.27%	35,666.48	0.00%	0.00
	UR Totals			100.00%	347,288.00		311,621.52		35,666.48	
Grand Totals					3,724,663.36		3,342,140.43		382,522.93	0.00

Description: Funding for the Great Streets program in federal fiscal year 2025. Projects will be selected at a later date, based on program requirements. Region: 6

MPO: Non-MPO
Applicant: ODOT

Work Type: BIKPED
Status: BUCKET OF FUNDS

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$11,666,666.66		\$11,666,666.66
Fund 1					Y240 \$10,468,499.99		
Match					\$1,198,166.67		

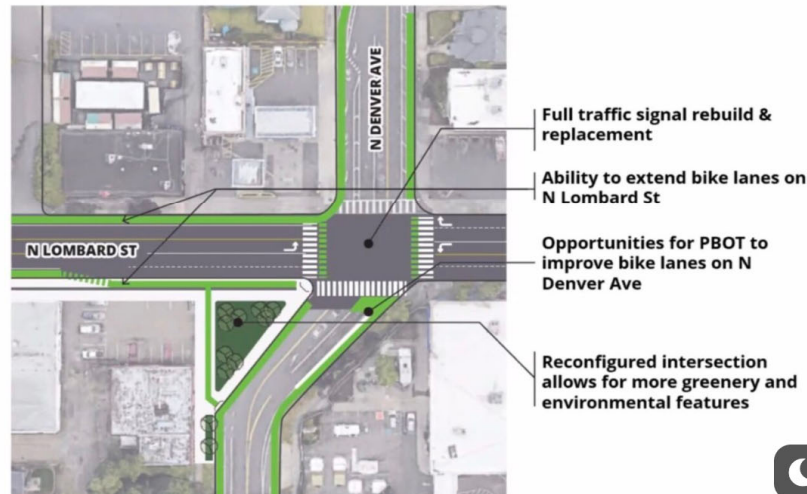
Footnote:

Proposed North Denver Street intersection upgrade details sourced from Jonathan Maus, BikePortland article October 30, 2023



Great Streets: N Lombard St & N Denver Ave

- Developing a “Great Streets” grant application in coordination with ODOT
- Advanced to “Round #2” of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.

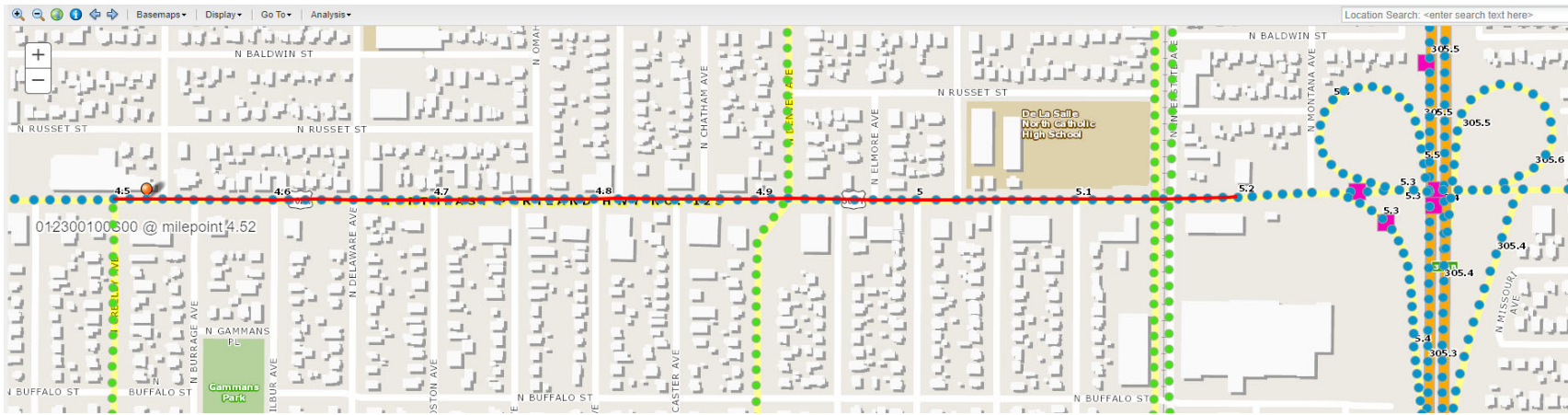




N Lombard looking just east of Delaware. Note the bike lane ends and there are two general purpose lanes ahead.

The Oregon Department of Transportation (ODOT) announced today they will award a \$9 million grant for the Portland region allowing us to extend the North Lombard bike lanes to Denver and redesign the Denver intersection. The project will make significant changes to a major Kenton neighborhood intersection and close a key gap in the north Portland bike network.

ODOT added bike lanes to Lombard (aka Highway 30) on a 1.2-mile segment from N Fiske to Delaware last summer as part of a major repaving project. One of the problems with the new lanes is that they stopped short — by about 10 blocks — of the major bikeway on N Denver.





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

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

Project #2

Project Details Summary							
ODOT Key #	23638	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA24-08-MAY		STIP Amendment ID:		24-27-0952	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new ODOT project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Project Name:	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.

MTIP Detailed Description (Internal Metro use only):
 Along the I-205 corridor from Sunnybrook Rd to Stafford Rd (MP 3.00 to MP 10.76), design, construct and implement a bus on shoulder dedicated transit lane to expand transit service using existing ODOT right-of way. (ODOT Statewide Carbon Program funding. Funding is not Metro allocated Carbon funds)

STIP Description:
 Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Transit	Bus on Shoulder	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ST- CARBON	Y601	2024		\$ 254,613					\$ 254,613
ST- CARBON	Y601	2025					\$ 1,733,530		\$ 1,733,530
									\$ -
Federal Totals:			\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143

Note: The approved Carbon Reduction Funds belong to ODOT and are separate from Metro's \$18.8 million Carbon Reduction Program allocation

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 29,142					\$ 29,142
State	Match	2025					\$ 198,410		\$ 198,410
									\$ -
State Totals:			\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Total Estimated Project Cost							\$ 2,215,695
Total Cost in Year of Expenditure:							\$ 2,215,695

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
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	\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143
State	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695

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%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.49%	0.0%	0.0%	78.24%	0.0%	89.73%
State	0.0%	1.32%	0.0%	0.0%	8.95%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	12.81%	0.0%	0.0%	87.19%	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? ODOT Carbon Reduction Program funding approved by OTC.
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC approved the Carbon fund last September.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-205	3.00	10.76	7.76
Cross Streets	Route or Arterial		Cross Street		Cross Street
	I-205		Sunnybrook Rd		Stafford Rd

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						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes EFA northern limits = Yes POC = Yes LEP = No LI = Yes
	X	X		X	X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project c is not a SOV capacity enhancing project, but a ATM project.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.
RTP Constrained Project ID #1 and Name:	ID# 11305 - I-205 Active Traffic Management
RTP Project Description #1:	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.
RTP Constrained Project ID #2 and Name:	ID# - 12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description #2:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-205 is designated as a Throughway
Yes	Transit	I-205 is designated as a Frequent Bus in the Transit Network
Yes	Freight	I-205 is designated as a Main Roadway Route in the Freight Network
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-205	I-205 is designated as an Interstate on the NHS
Functional Classification	Yes	I-205	Urban Interstate
Federal Aid Eligible Facility	Yes	I-205	1 = Interstate

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. 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 # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: 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, and reduce per capita vehicle miles traveled. Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project does not exceed \$100 million in total project cost.**

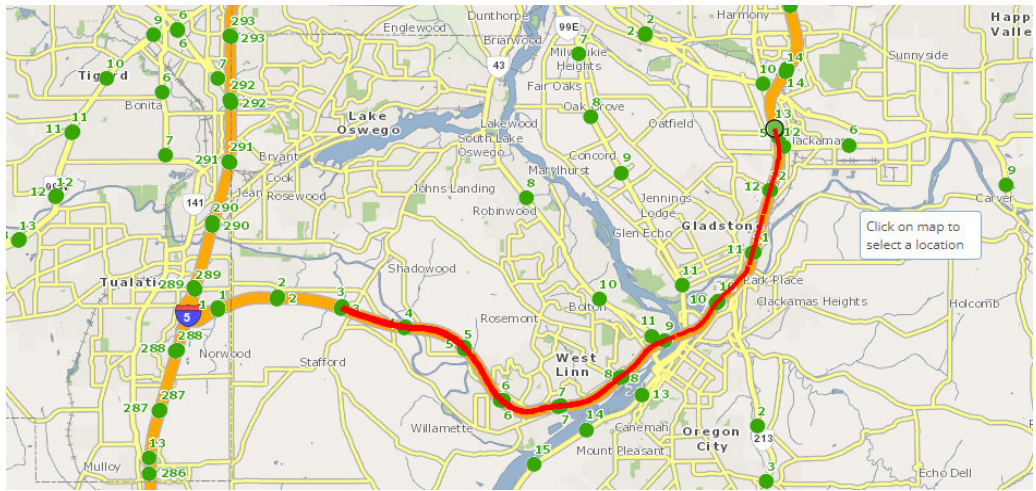
Public Notification/Opportunity to Comment Consistency Requirement

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 April 30, 2024 to May 29, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **May be required.**

Fund Codes References

Carbon	Federal appropriated funds supporting the Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General state funds used to provide the minimum match to the federal funds

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	283,755.00	89.73%	254,613.36	10.27%	29,141.64	0.00%	0.00
	PE Totals			100.00%	283,755.00		254,613.36		29,141.64	0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	1,931,940.00	89.73%	1,733,529.76	10.27%	198,410.24	0.00%	0.00
	CN Totals			100.00%	1,931,940.00		1,733,529.76		198,410.24	0.00
Grand Totals					2,215,695.00		1,988,143.12		227,551.88	0.00





Oregon Transportation Commission
Formal Meeting Agenda; Thursday, Sept. 14, 2023
 Hybrid: In-Person & Zoom – Inn at the 5th, Maple Banquet Room
205 E. 6th Ave., Eugene, OR 97401



Oregon
 Tina Kotek, Governor

Oregon Transportation Commis
 Office of the Director, I
 355 Capitol !
 Salem, OR 97301

Formal Meeting ~ 9:00 AM – 4:00 PM

Please note: This meeting will be in person at [Inn at the 5th](#), but also can be viewed on our ODOT YouTube at <https://www.youtube.com/c/OregonDOT>. Closed Captioning is available on the livestream.

The Oregon Transportation Commission welcomes written and oral testimony for this meeting. Written testimony to be submitted and signups for oral testimony by **9:00 am, Wednesday Sept. 13, 2023**.

To sign-up and submit written testimony please complete the [comment form](#) on our website at https://www.oregon.gov/odot/Get-involved/Pages/OTC_Main.aspx.


Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation times of agenda item(s) to accommodate unscheduled business needs. All portions of the meeting are open to the public unless noted as an executive session. Anyone wishing to be present for a particular item should join the webinar when the meeting begins to avoid missing an item of interest. [Website address to view agendas/minutes/materials](#)

The meeting is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to [Sabrina Foward](#), Commission Coordinator, at 503-986-3450 (or statewide relay 711).

(Pre-Meet with Leadership and OTC Members: 8:00-8:45 AM for briefing in Maple Banquet Room)

Time Order Type REGULAR AGENDA

9:00 AM	A)	Chair's Report	Welcome and comments from the Chair (10 min., OTC Chair Julie Brown)
9:10 AM	B)	Public Comment	The Commission allots 2 minutes per person (may change at the Chair's discretion) for public comments. (20 min., OTC Commission Staff)
9:30 AM	C)	Director's Report & Consent Agenda	Director's Report & Consent Agenda Items: Receive agency report from the Director followed by approval of the consent agenda. (10 min., ODOT Director Kristopher Strickler)
9:40 AM	D)	Informational	Committee Updates: Receive an update from Commissioners on their respective committees: ACT's, EMAC and CIAC (25 mins., OTC Members)
10:05 AM		BREAK	10 Minutes
10:15 AM	E)	Informational	Region 2, Area 5, LaneACT Update: Local Project Updates (60 mins., ODOT Area 5 Manager Vidal Francis, Lane ACT Representatives: ACT Chair and City of Creswell Airport Manager, Shelley Humble, City of Eugene, Mayor Lucy Vinis, City of Veneta, Mayor Keith Weiss, Lane County Transportation Senior Planner, Becky Taylor and City of Creswell, Councilor Shelly Clark)
11:15 AM	F)	Informational	Climate Office Update: 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. (20 mins., Policy, Data, and Analysis Division Administrator Amanda Pietz and Climate Office Administrator Suzanne Carlson)
11:35 AM		LUNCH	75 Minutes-Gordon Hotel Restaurant

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.

Background:
 ODOT and its Climate Office works on reducing GHG emissions from transportation, adapting to the impacts of climate change, and on sustainability. The September Oregon Transportation Commission update will focus on the new Carbon Reduction Program, created by the Bipartisan Infrastructure Law, which provides funding for projects that reduce transportation related greenhouse gas emissions. Eligible project types include but are not limited to public transportation, transportation options programs, walking and biking, alternative fuels including electrification, technologies that support congestion management, energy efficient traffic control devices and diesel retrofits. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026 and must submit a state Carbon Reduction Strategy to the Federal Highway Administration.

Oregon Carbon Reduction Program and Strategy:
 The Bipartisan Infrastructure Law requires each State, in consultation with any Metropolitan Planning Organization designated within the State, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure law requires carbon reduction strategies to "support efforts and identify projects and strategies to support the reduction of transportation emissions."

The Oregon Carbon Reduction Strategy is based on the *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction* (STS). It identifies projects and actions that ODOT and local jurisdictions are undertaking to reduce greenhouse gas emission from the transportation sector. The Carbon Reduction Strategy will provide the Federal Highway Administration with an overview and status of Oregon's work to reduce transportation related greenhouse gas emissions. As required by federal regulations, ODOT coordinated with the state's Metropolitan Planning Organizations, as well as Association of Oregon Counties, League of Oregon Cities and environmental representatives, to develop the Carbon Reduction Strategy and priorities for the Small Urban and Rural and ODOT Statewide funding.

STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities of NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 light duty battery electric vehicles.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for additional level 2 stations and fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response supports the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
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
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	Identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD